Grand·Prix

international

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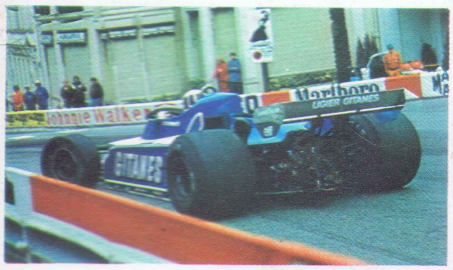

Page 8 : the Monaco Grand Prix was yet another titanic struggle between Ligier and Williams. The cards were well distributed, luck was shared. The race decided the conclusion.

Page 52 : Jody Scheckter, the current World Champion has become a disciple for safety. He discusses his current difficulties, not only on the track but off it.

Page 54 : he's said to be reserved, a secret man, but Carlos Reutemann has some very appealing traits. We look at the winner of the Monaco Grand Prix.
Page 5 : Jean-Pierre Jarier's viewpoint. **Page 6** : the Monaco paddock. **Page 12** : Daly Airlines. **Page 14** : the Film of the Race. **Page 18** : Monaco statistics. **Page 20** : postcard from Monaco. **Page 21** : the Monaco Grand Prix in pictures. **Page 46** : Monaco extra. **Page 50** : Giorgio Piola's technical article on the Ferrari. **Page 57** : Cockpits.
Our cover :
The spectacular flight of Derek Daly at the first corner (photo Mario Luini). Carlos Reutemann in his Williams (photo Asset/A + P).
Poster : cutaway drawing of Ligier-Gitanes JS 11/15 (Jean-Jacques François).

N° 20 (SPAIN) WILL BE ON SALE ON JUNE 10.

185.000 copies of this issue have been published

MONACO MAGIC

A flash of colour, as fleeting as the wink of an eye or a musical note. The bright orange glove gripping the steering wheel appears for a split second above the cockpit. As the engine roars, the front wheels waggle into opposite lock while the rears slide wide and flirt with the barrier. The walls echo the blast of 500 horsepower hurtling towards the next corner.
The moment is as brief as it is intense. It's repeated ten times, 15 times, 20 times, out of Ste Devote, at the Casino, round Rascasse — everywhere around the superb Monaco circuit. Watching the 27 drivers during practice, one could appreciate their tremendous efforts from so close and yet they were so completely inaccessible. One could see them moving in the cockpit, waving around like the trees at the side of the track as they fought with steering wheel, gearbox and accelerator. Which was the most spectacular, their efforts or the circuit ?
For this year, as with so many others, the Magic of Monaco reappeared. Formula One got a facelift while it was in the Principality. There are many reasons why Formula One is becoming more technical and political, but at Monaco, one could easily see that Formula One was still a noble and violent sport. It's our reminder. Because it's a though Monaco is each year a kind of cure for motor racing's top class.

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IN THE COCKPIT

Candy

THE RIGHT TO STRIKE

FORMULA One and the World are generally very political these days. So it wasn't surprising that we arrived for the most prestigious and selective Grand Prix, Monaco, thinking more about politics than sport. We still had sport on our minds because once again we were trying to establish sporting justice.

Our Monaco weekend started with a rash of discussions, arguments, cunning manœuvres and accusations. It was a pretty poor way to start a weekend. It's often said that a clown is sad when the spectacle is over. In actual fact, the scenes backstage of any spectacle are rarely as glamorous as they seem from the audience's point of view. The public adores Formula One, and they would like to get backstage. At Monaco, they would have found it pretty miserable. We are known as racing drivers. However, before practice started, our minds were far from the next little adjustment to get us through such and such a corner that tiny bit quicker. Politics came before sport, and I deeply regret that fact. I'll tell you what worries me. If the various parties that make up motor racing can't get on together, how the hell do different governments in the World get on ?

Well, even at our level we have our own little cold war, and it could have dramatic consequences for all of us who love and live motor racing. Now when a problem arises, I'm sure you'll agree that the most logical method of solving it is for everyone to get together and work out a solution which is acceptable to everyone. And when I say we, I mean all of us who are specialists in Formula One. Consequently, it is important that every voice is heard. But no, that would be too easy, too simple. Formula One isn't so logical. The solution isn't necessarily the best solution, it's simply what comes out of negotiations between the various strong parties. The strongest party is right, even though they may be completely wrong. Their judgement might be up the creek but nevertheless it's still the solution that's adopted. Yes, one sometimes has the feeling that one's knocking one's head against a brick wall.

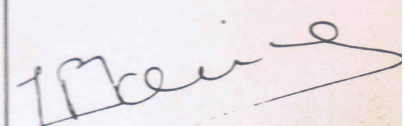
Because of the narrowness of the track and difficulties in overtaking, we only wanted there to be a maximum of 20 cars on the track during practice for Monaco. That way, the practice times would reflect the performances of cars and drivers instead of being a mixture of the car's capabilities, and the luck of finding a clear lap. But first of all it was decided that 24 cars would practice for the 20 places on the grid. Of course, that was four more than we wanted. Then the organisers, perhaps under pressure from the constructors, opened practice up to all 27 cars, apparently with the blessing of FISA who at least did nothing to counteract this decision. Perhaps their collective heads were buried deep in sand at the time. And for most of us, it's rather important that motor racing is run by beings other than ostriches. This example is a typical case for the drivers'need to have a strong governing body to impose the rules in order to preserve the sporting aspect of motor racing. Unfortunately, the Federation made no such move.

So all the drivers met on Thursday morning. The GPDA went into session, and a stormy meeting it was too. But you can't blame the drivers for not having a unified attitude on the subject. You must understand that many of them are subjected to a lot of very direct pressure from their team managers. The GPDA doesn't consist of 27 people working for the same firm, but 27 drivers working for 14 different teams. So none of those drivers are in the same position. And the constructors make the best of it, without scruples.

That's why quite a few drivers were pretty heated during our meeting. They were eager to make the Monaco cause a matter of principle, so that it wouldn't happen again. Scheckter and one or two others wanted strike action. But I drew the line at that. It's not that I fear what Ken Tyrrell would have to say. The proof of that is that I was in favour of a boycott at Interlagos this year, but didn't go on strike because the GPDA democratically came down in favour of the circuit. Although I favoured some sort of action against Interlagos, I had to follow the majority. If an Association is to be strong, the members must abide by the rules.

I was against striking at Monaco because the GPDA's first priority is the improvement of safety. In my opinion, it's not our role to oppose the organisers'decisions by force. A strike is a very serious thing. Personally I think that strike action should only be taken as the very last step in resolving a problem of basic safety, because in such a case, it's our lives at stake. Otherwise we'd end up going on strike for every little claim. But don't get me wrong, the fact that I didn't go on strike doesn't mean that I supported the organisers. What I repeat is that it's up to FISA to represent our rights because in these circumstances, our rights are simply sporting rights. □

Jean-Pierre Jarier



The paddock in Monaco

mirror

LOSING THE BATTLE BUT NOT THE WAR

After the race, Guy Ligier had this to say in an interview : « that's it, we've lost our chance. Nothing can stop Renault now. With their extra 80 horsepower, they must be World Champions. »

The majority of the public, those who don't read Grand Prix International nor any other specialised paper, are probably amazed by this remark. Is Ligier, whose car has just finished second, talking about the same Renaults that qualified on the back rows of the grid and didn't finish ?

After a comment like that, Formula One must seem to the public a very puzzling and fascinating sport when the championship is decided by a single race. On the other hand, it could well be devoid of interest if one of the potential championship winners forecasts his own defeat after just one third of the season.

Jean-Marc Andrie

BALDI'S PASSPORT TO F1 ?

The Monaco Formula Three race is one that each year assumes greater and greater importance, not only because it takes place in front of the establishment, but also because the winner is automatically halfway towards a Formula One drive, the other half depending as so often on money. Out of the last 16 winners of the annual Monaco F3 race (including Stewart, Peterson, Depailler, Laffite, Giacomelli, Pironi etc.), only one has not raced a Grand Prix car : Jean-Pierre Jaussaud.

So will Mauro Baldi get into Formula One ? Tradition says yes. Whatever, the young Italian dominated the race from flag to flag, as Alain Prost did last year. Baldi took his Martini-Toyota across the line in front of compatriot Alboreto and the Frenchman Schlesser, nephew of the late Jo Schlesser. Baldi's task was made that much easier by the retirements of the two leaders in the European Formula Three Championship, his teammates Boutsen and Alliot. The latter started badly and retired on the first lap following an accident. Boutsen also crashed while trying to overtake Guerrero at the chicane.

TROPHEE CASTOLIN-EUTECTIC : WILLIAMS AGAIN

As well as outright victory, the Williams team was also awarded the reliability trophy by Castolin-Eutectic in beating the Arrows team, the only team to have two cars cross the finishing line, although not so well placed. In the overall classification, Ligier lead with 36.5 points in front of Williams (31.5) and Brabham (27.5).

CLUB GRAND PRIX INTERNATIONAL

The new Grand Prix International Club was opened two days after the Belgian Grand Prix in the presence of Jean-Pierre Jabouille. The aim of the club is to bring the atmosphere of Grand Prix racing to the centre of Paris. Note the address : 10, rue des Saints-Pères, 75007 Paris. It's open daily from 6 pm.

Club
Grand·Prix
international
Apéritif, 17 h 30 - 22 h, restaurant midi et soir.
10 rue des Saints-Pères 75007 Paris. Tél. : 260.82.84.

COMPLIMENTS AND RUBBING UP THE WRONG WAY

The International Racing Press Association (IRPA) gave out their traditional Prix Orange (complimentary) and Citron (less complimentary) prizes at Monaco for those who are co-operative and those they judge to be unhelpful. Jones got the drivers' prize for helping the press while Scheckter (again) and Reutemann shared the acidity of Citron. In the constructors division, Renault again took the Orange prize while Williams were awarded the Citron. Zolder has already won its Prix Orange, awarded at Zolder, while Watkins Glen, not surprisingly, was awarded the Prix Citron.

SHEIKH MATTAR AT THE GRAND PRIX

Walter Wolf. One of the principal Saudis was at Monaco : Sheikh Ahmad Mattar, the director general of Saudia Airlines. Sheikh Mattar is himself a pilot but was visiting his first Grand Prix. He told us he was most impressed. *« It's very exciting. I've been able to compare it with aviation because the cars are so quick, even if they are on the ground. It's been very interesting to watch the Saudia Williams team working in their normal surroundings. I can tell you that they're very professional. My faith in them is even stronger. »* Sheikh Mattar sees Frank's principal qualities as being *« his constant desire to develop the cars, his determination to do his job properly, and his deep and sincere allegiance to Saudia. »* The fact is that Frank does all he can to maintain good relations with his sponsors.

Frank Williams often says quite openly that his best friends are the Saudis. Of course, the Saudis have been involved with Frank's teams for three years, and allowed Frank to pick up the pieces after his unfortunate association with

BACK IN THE USA

Mario Andretti was looking forward to the Indianapolis 500 mile race in which he was taking part the week after the Monaco Grand Prix. He'd qualified in the centre of the front row on the Indy grid, and had this to say at Monaco : *« I really enjoy it, not just because I'm competitive but because I feel young again. The drivers who are alongside me on the grid at Indy are quite a bit older than I am. I'm one of the older guys in Formula One. »* There are quite a number of rumours about that Mario will quit Formula One at the end of the year because he's disappointed with it and Lotus aren't competitive. Instead, he'll move back home and follow the USAC trail.

ANOTHER BRIEFING BOYCOTT

It's becoming a habit. At Zolder, Bernie Ecclestone asked his FOCA members to tell their drivers not to go to the traditional briefing given by the clerk of the course. He did the same at Monaco, but took care to send Nelson Piquet to find out what was said. Others present included the Renault, Ferrari and Alfa Romeo drivers (as always for the teams support FISA) as well as Piquet, Reutemann and Lammers and one or two team managers.

EUROPCAR IN FORMULA ONE

No, you can't rent a Formula One car from them, even though sometimes people would like to do so. Europear are now in Grand Prix racing as co-sponsors of the Renault team.

Mosely, Bernie Ecclestone's assistant.

The Monaco race was a lively as ever, and no one would have suspected at the start that big Hans Stuck would win. In fact Stuck led early on but Jan Lammers overtook him during the first lap. The Dutchman took over the lead closely followed by Pironi. The two of them had a tremendous battle, but it all ended rather sourly. The two of them crashed. According to Pironi, it was Lammers who made the mistake while Lammers said that Pironi made a mistake at Mirabeau (remember the Grand Prix last year ?). Whatever, Lammers was out and Pironi continued.

Kelleners had been third up to that moment and took over the lead from a closely following Burger, Piquet and Stuck who'd spun down to ninth place. He continued his charge up the field to first place and held on to the finish.

Our picture opposite shows the result of the Quester-Winkelhock accident. You can't say that Procar doesn't provide action.

PROCAR AGAIN

A couple or Procar races have already taken place this year, but Monaco was the first of them to take place prior to a Grand Prix. The series is no longer part organised by BMW Motorsport, but is part of the FOCA organisation, in this case the responsibility of Max

MEET JOCHEN NEERPASCH

As we explained in our last issue, the Talbot F1 car is still to be reality, but the people involved are still working on the project. They were at Monaco, partially as observers, and partially as competitors, for Hughes de Chaunac is still running the official Martini Formula Three team. But we managed to talk to Jochen Neerpasch for a few minutes, who admitted that he had still not recovered from his recent shock. *« I was very disappointed by BMW's decision. As far as I was concerned, we had a perfectly clear agreement. We'd signed a contract of intent and everything looked fine for us to use their engine as a Talbot engine. It's actually in an advanced stage of development. It's a good engine which could quite easily be used for racing in 1981 and would be competitive in 1982. Now it's no longer possible because BMW have changed their minds. I don't understand the reasons why they've done so. »*

— You've know BMW well because you've worked with them for some years. You never thought that they'd do something like this ?

« No, never. I can't think what made them do it. I know the BMW people and attitude very well and that why I am so surprised. Knowing them so well, I can't imagine how this has happened. It's not a very German attitude. I still don't understand ».

— Now you're back to square one, presumably you've got to decide on a new programme.

« Yes, and we're in quite a difficult situation. Basically we've lost four months work since we decided to go into Formula One. The problem is that we're dependent on the new engine regulations which should come into effect as from 1983. »

— These rules should be published in October. What are you going to do between now and then ?

« We'll certainly be doing something, but I must point out to you that these future rules will have a considerable effect on our future decisions. Currently, we're looking at the opportunities open to us, and the situation is very fluid. Obviously we could work with Matra, because they've already proved that they can make very good engines, and they have very good commercial relations with Talbot. But having said that, I can't go further on which way we're going to go. We have certain possibilities but I think we're going to have to wait at least four weeks in order to weigh up the situation properly. »

— Are you sorry that you're not with BMW now that they're going into Formula One ?

« I didn't move to Talbot just to look after their Formula One programme, but to manage their whole motor sports programme. But I don't regret it at all, particularly when I see the way that BMW just took their latest decision. I don't think much of that sort of behaviour, and I'm glad I don't work for them any more. »

TYRES RULE : SO SLICK ?

The Monaco Grand Prix showed up what could be called a weak spot in the new regulations designed to eliminate qualifying tyres, or at least, perhaps Michelin were the victims in this case whereas everything appears to be fine with Goodyear where the choice of tyres is more limited.

It all happened because of the rain on the first day which limited time in which to make the right choice of tyres. Jody Scheckter and Jean-Pierre Jabouille qualified with tyres which they hadn't properly tested during the qualifying session and which weren't guaranteed to last the distance. But they were made to start on these tyres knowing that they would have to stop for fresh tyres and that the race was going to be quite useless for them. Michelin put forward the following suggestion : in the case of rain during one of the qualifying sessions (as has twice been the case), the drivers should be able to use two, not one, different sets of tyres. Basically, this was because to get the Michelin drivers onto the grid, they had to use a softer tyre from their considerable choice of compounds. Goodyear have fewer compunds and not only had pole position but won the race. Make up your own mind.

But there arose another little problem in terms of the new regulations which reared its head at Monaco. This concerned a set of tyres that hadn't been marked and were used by Gilles Villeneuve during the second practice session. With these tyres, the Canadian drove his last three laps, a little bit quicker than before. This was quickly brought to attention but it seems that the complaints were unfounded. It seems that shortly before the start of the second qualifying session, Ferrari discovered that one of the sets already marked with the radioactive paint had been used. So they changed this set for another of the same compound, bringing this to the attention of the marshal who made a note of the fact in his notebook but didn't make mark the new set. It seems there was no cheating involved but it was interesting that there was an immediate feeling of suspicion, especially considering the basis for the rules which arose from a gentlemen's agreement between Goodyear and Michelin. So we can stop suspecting, but wonder if this could ever happen : one day, someone will produce a tyre of one compound which will have a different compound number written on the side. Think about that for the future.

WHO'LL BE THE WINNER OF THE

Before the start of the race, Didier Pironi and Alan Jones both thought that they could win the Monaco Grand Prix. Didier thought so because he had pole position and his car was as good as it could be. Alan was reassured because after the morning's warm-up his car appeared to be ideal, devoid of its handling problem the previous day. So both

The worst moment for Jones : retirement. He might have been the winner.

felt confident, they seemed to have the same chance of winning. But the race decided otherwise, and instead it was Carlos Reutemann who won.

by Eric BHAT

E WILLIAMS-LIGIER DUEL ?

Equal chances for Williams FW 07 and Ligier I S 11/15. Fifteen minutes before the end of the race it wasn't certain whether French or English team would win.

STRANGELY enough, one might have thought that the early laps of Monaco 1980 could have even been in Jones's favour. Didier Pironi started excellently and went straight into the lead, but the French driver's task was not easy. If the Pironi-Ligier combination had been that good, the two of them would have pulled away from the rest immediately. But that didn't happen. The Ligier's mirrors were permanently filled with the threatening Williams which must have loomed to enormous proportions on occasions under braking.

Jones was the one who was carrying out a number of overtaking manœuvres as a cat amuses itself with a mouse before devouring it.

So Pironi appeared to be in the best position because the opportunities for overtaking are virtually nil at Monaco, especially between two virtually identical cars. But perhaps Jones's Williams was slightly quicker than Pironi's Ligier, the opposite of the situation the previous afternoon during practice. That afternoon, Alan had scarcely challenged Didier's pole position, despite a bitter battle. Instead it had been Reutemann but the latter respected his number two status and helped the number one driver. Athough he went through Ste Devote in second place at the start, Reutemann pulled over on the way up to Casino and allowed Jones to pull past into second place. Obviously good discipline within the Williams team.

Jones had been a little slower during practice because of a slight lack of balance which affected his car's road holding. There was a little too much understeer which excluded Jones from the Pironi-Reutemann battle. Alan was a little worried about this problem, to the same extent that spirits rose in the enemy camp at Ligier, the other favourites for the Monaco Grand Prix. *« The Williams, front tyres will go off, »* forecast Laffite at the end of practice when asked about the Williams threat. *« We should be quicker than them throughout the race. »*

But Jones's worries were dispersed right from the start of the warm-up. The previous evening his mechanics discovered that one of the springs fitted to Alan's car was slightly damaged which was why Williams n° 27 was suffering handling trouble. Once the springs had been replaced, Jones's car was perfect. The driver himself obviously had his sights set on Pironi in front, knowing that he could count on Reutemann to help him and not to treat him as a competitor. Jones was quickest in the warm-up in front of Pironi, Reutemann and Laffite. The race promised to be a better than ever Ligier-Williams duel.

The first laps of the race confirmed suspicions that Jones would be competitive and that it would be a Ligier-Williams duel. The Australian was virtually glued to the rear end of the Frenchman's car, never giving an inch. Was Jones quicker

→

than Pironi ? That's unclear. But the previous evening we'd relived a tremendous race that he'd had with Gilles Villeneuve at Montréal at the end of last year. Gilles had been pushed hard by Alan and finally had to let the Williams driver past, and was then surprised to find that he didn't pull away that much. *« I thought Jones was much quicker, »* said Gilles. *« And then I realised that he wasn't that much faster. If I'd known, I would have tried even harder to hold him back. »* When we spoke to the Australian about this at Monaco, he confirmed it. *« When one's behind, one is always quicker. What you have to do is make the bloke in front think that you're much quicker by pulling out and trying to overtake him. That way he doesn't resist an overtaking manœuvre, quite so much as he would if he thought you were equal ».*

Is this what Alan was playing at with Pironi ? We shall never know if the Williams was the quicker because on the 25th lap, Alan brought the car into the pits and got out it. The differential was broken.

NOW things were looking good for Pironi. Didier felt a certain amount of relief as he continued once Jones had disappeared. But he had problems. Third gear was jumping out of position. Two or three times it happened going into the chicane. Suddenly the car was freewheeling but each time Didier avoided disaster at the last moment. But now he was leading the race and no one was seriously challenging him. The Ligiers are usually reliable and if that was true then he was going to win the Monaco Grand Prix. Apart from actually winning, it was going to have two side effects. It would confirm his Belgian Grand Prix form and it would also wipe the slate clean following the three accidents he'd had the previous year at the Monaco Grand Prix, all put down to over enthusiasm. It would not only confirm his maturity but also his talent.

A victory for Pironi in the Principality would not have been a surprise for his overall driving throughout the weekend had been exemplary. He'd been quickest in both wet and dry practice sessions. He'd been faster than Laffite in an equal car on Saturday afternoon, almost three quarters of a second quicker. That proved his driving talent. In his efforts to take pole position from Carlos Reutemann, he'd used the kerbs and the track right up to the barriers to extract the last hundredths of a second. Laffite had obviously been beaten, but with typical honesty explained his situation as follows : *« I refuse to take risks which could be dangerous for me and for my car. I don't like to ill-treat the car. »*

The race went on and third gear jumped out more and more. When Didier was in this gear, he was holding the lever with his hand to stop it jumping out, and while it wasn't very comfortable, he succeeded in overcoming the handicap and kept his lead. Reutemann was still three seconds behind. *« I was perfectly in control of the race, I should have won, »* said the Frenchman later.

Then a few drops of rain began to fall. At first they had no effect but slowly the track became damp and slippery. Didier's two hands were fully occupied controlling the car, at high speed, for Carlos wasn't far behind.

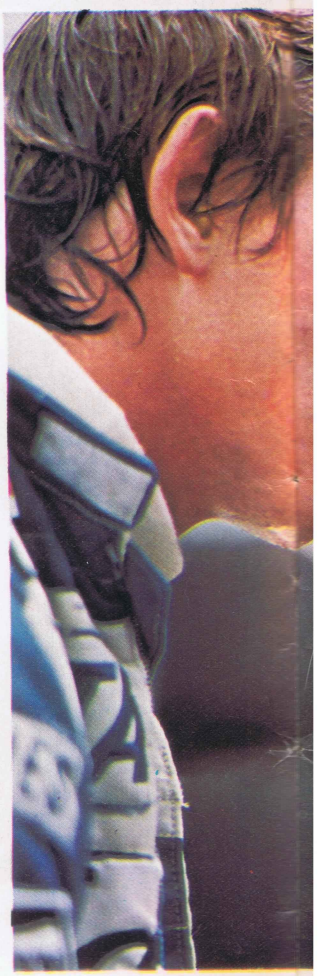
On the 55th lap, Didier arrived perhaps a fraction too fast at Casino. It was an error of judgement, excusable considering the condition of the track and one which normally would have provoked a slight slide. But a cold chill came over Didier when he accelerated in order to control the slide. Nothing happened, that damned third gear had popped out again. The car hit the barrier and it was all over. Didier's moment had come to an end. Tears of frustration and disappointment came to his eyes.

NOW it was Reutemann's turn. Once again it was Williams and Ligier, even though Laffite wasn't really challenging Reutemann. It was the logical conclusion. There had been Pironi-Reutemann throughout practice. Then came the Pironi-Jones and Reutemann-Laffite duels during the first third of the race. Then it was Reutemann just waiting for Pironi to run into trouble. And now it was Reutemann and Laffite, the less eulogised drivers since the beginning of the season. They were going to bring this race to its conclusion.

Reutemann had a very comfortable margin of 10 seconds when Pironi dropped out of the lead. But there was still the doubt about the track. The rain was harder and there was no knowing what could happen on the damp track.

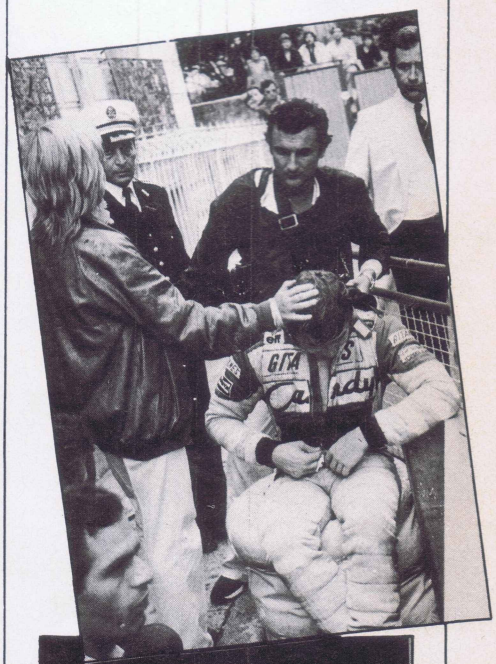
At the start of the race, Reutemann and Laffite had spent a long time running one in front of the other before Jacques began to lose touch. *« my brakes were... what a shame. I would have been able to stay with Reutemann and win the race. From the 20th lap onwards, I felt my brakes fade on a couple of occasions. Consequently I had to pump the brake pedal for the rest of the race. »*

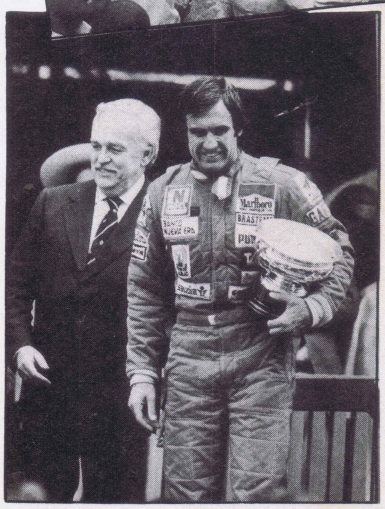
When his teammate retired, Jacques already knew that he had no hope of catching Carlos. Rather than put in a storming drive to try and push the Williams driver into making a mistake, the Ligier driver eased off instead. Reutemann had won. □



Laffite took second place, scoring points for Ligier.

J.LAFFITE
GITANES





LIGIER
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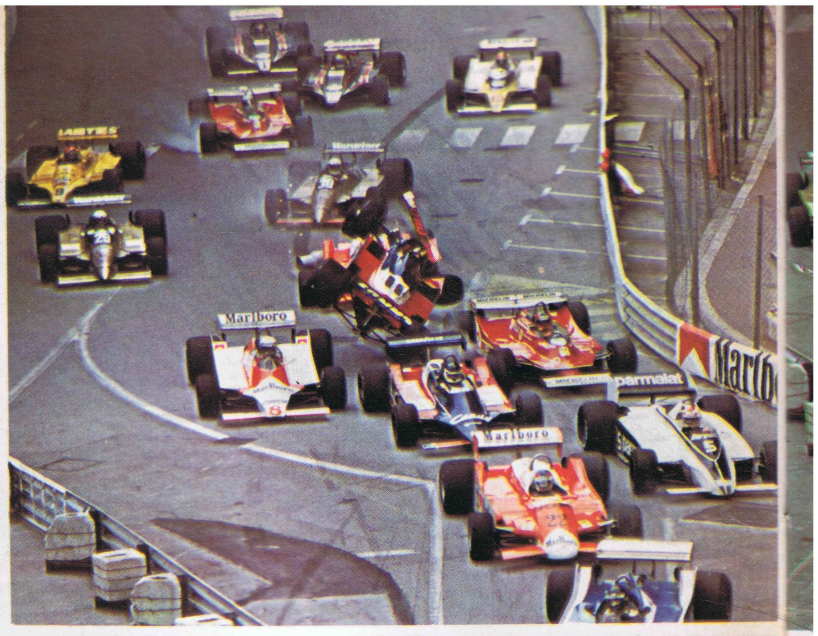
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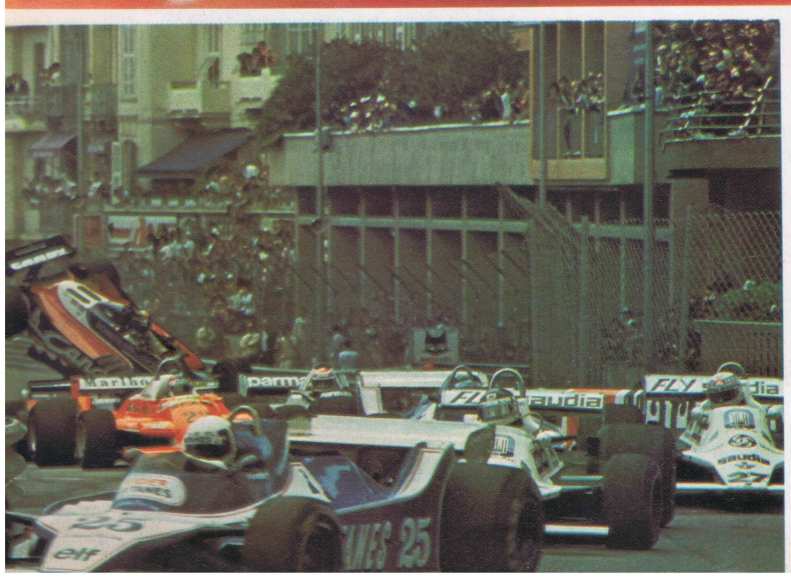
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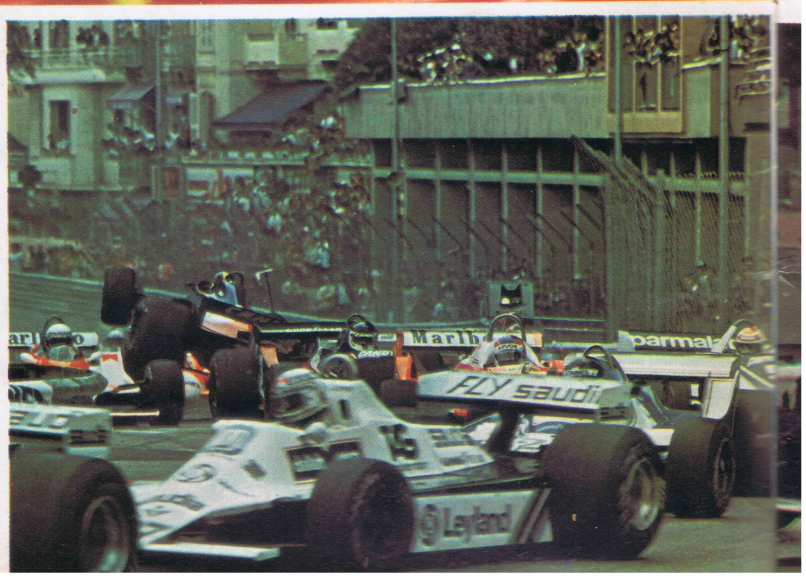
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DALY AIRLINES

We don't want you to take the title too seriously. Irony is one of the best antidotes for dramatisation. The incident at the first corner fortunately ended as well as it had started badly. All the drivers got out of their cars unhurt. That was the important thing, especially after Derek Daly had appeared to fly over three cars. The Irish driver said this about the accident : « I had a good start and I found myself beside Patrese and behind Giacomelli. I paid perhaps too much attention to Patrese. At that moment, Bruno braked hard and I simply couldn't miss him. I didn't realise that anyone would brake so hard. I took off over his rear wheels and my car slid sideways. That was the only time that I was really frightened in case I overturned. I looked down to see where I was going to land. That was the only time I really knew what was going on, because I don't know nor remember what happened next. » As it happened, Derek came down on Prost and Jarier before his car went up in the air again.

One must admire Derek's honesty, because at no time did he try to lay the blame elsewhere, nor did he try to blame anyone else. One can also appreciate Ken Tyrrell's reaction : « Ken didn't get upset, » said Derek. « He was simply disappointed that I landed on Jean-Pierre. » No doubt the experienced Ken realised that this sort of situation is just part of motor racing.

THE FILM OF THE RACE

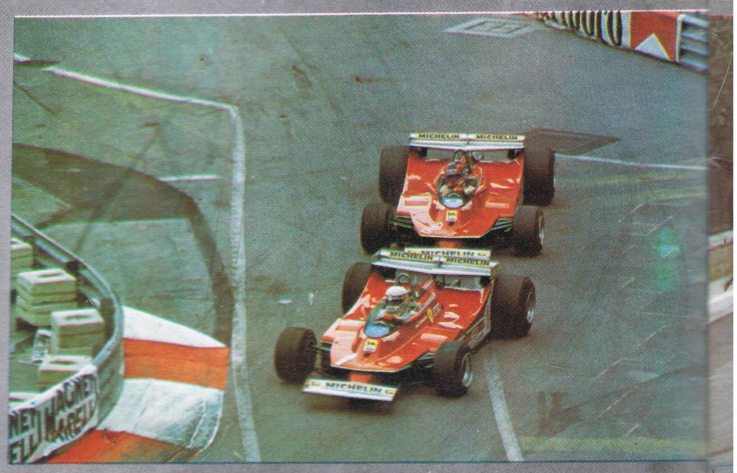
The Monaco Grand Prix was really one of the best. At no time did one's interest lag. Practice was particularly lively, and that seemed the pattern for the whole weekend. The first few laps showed that both Ligiers and Williams were in with a good chance of winning. Once Pironi had disappeared, Reutemann found himself with a good lead, but light rain meant that the track was slippery and that in turn meant that anything could happen. The only shadow over this fine race was the spectacular first lap accident, something that isn't easy to forget.

1

1 - Patrese finds a way through the wrecks. Giacomelli switches off his Alfa's ignition. It's all over for him as it is for Jarier, Daly and Prost.

4

4 - Jabouille benefits from the first lap accident. He's 8th but his tyres go off and he's caught by Villeneuve.



5

5 - Villeneuve has passed the Renault and tries hard to catch teammate Scheckter...

PRACTICE

The ban on qualifying tyres has certainly turned out to be a wise move. We saw some exciting practising and qualifying during the Belgian Grand Prix, and at Monaco, the second official session was just as exciting. There were two reasons for this. Firstly, practice around the Monte-Carlo streets is crucial because it is so hard to overtake around the twisty track. The second reason was because the track had been dampened by a light drizzle throughout the first official session, so as the track was now dry, the second session was going to be the one where the grid was settled. During the damper session, Pironi, Villeneuve, Jones, Reutemann, Scheckter, Piquet, Daly, Laffite, Watson and Depailler set the fastest times, but everyone improved on the Saturday. It was also a Godsend for Jabouille who hadn't qualified during the first session because his second gear was too long and Michelin tyres didn't work well.

Carlos Reutemann was the first man to go quickly during the second session, lapping in 1'24''882. At that time, Pironi had pole position, but he hadn't finished yet. Half way through the session, he superceded Carlos's time by just seven hundredths. Behind them, there was another battle for third and fourth fastest times between Jones and Laffite, but Piquet drove his spare car well and managed to

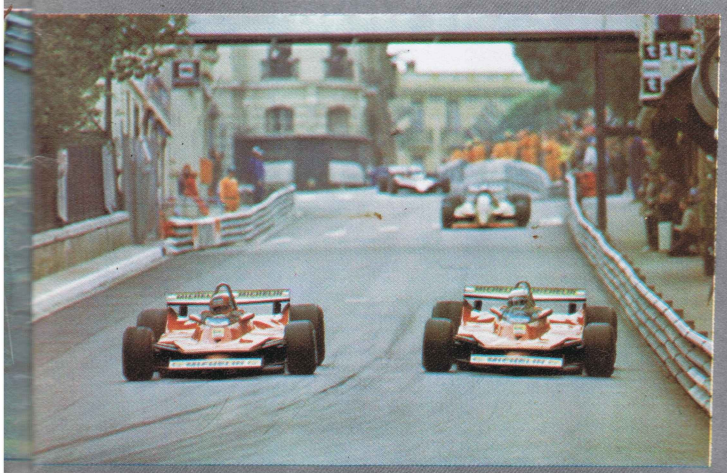
Derek Daly frightened spectators when his car leapt over three others.

2 →

2 - Pironi, Jones, Reutemann, Laffite : that's the order up front on the first lap.

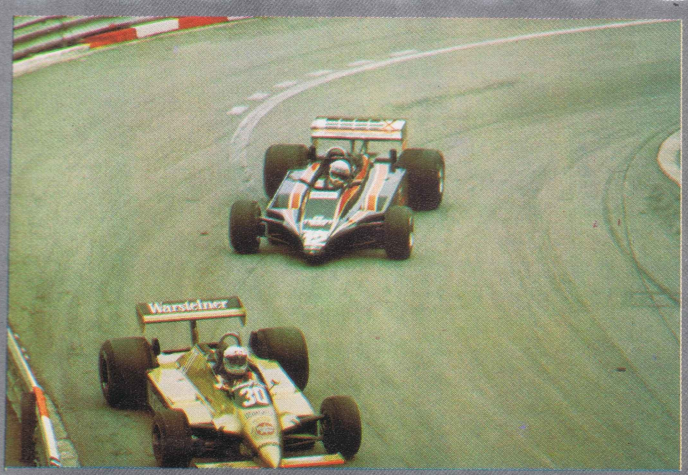
3 →

3 - The race pattern is already made up : there are two duos, Pironi-Jones and Reutemann-Laffite, and Piquet tries to follow Depailler.



6 →

6 - ...whom he passes on the 11th lap at Mirabeau.



7 →

7 - Further back, De Angelis tries to catch Mass. They are 9th and 10th.

slot in between them. Villeneuve set sixth fastest time, but not without a slight accident with Pironi in the tunnel shortly before the end of the session. Next came the two Alfas, then Jarier going well followed by Prost. The latter's teammate John Watson, was just bumped off the back of the grid by René Arnoux 15 minutes before the end of the hour long session.

It was extraordinary to find two former World Champions, the current World Champion and the leader of the World Championship before Monaco occupying the last two rows of the grid.

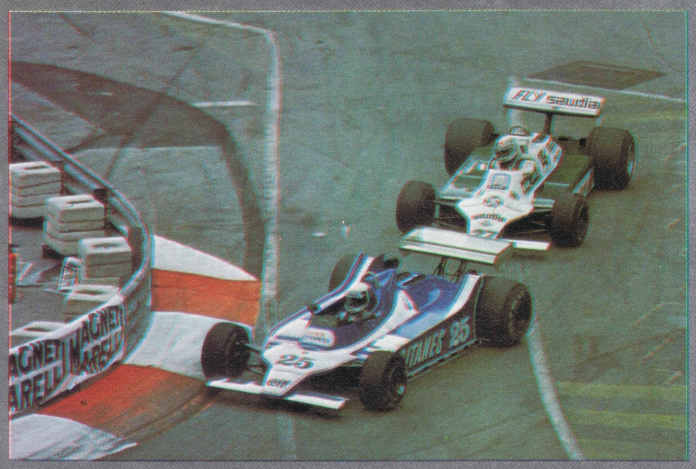
RACE

THE main interest, of course, was on the front row of the grid : would Pironi or Reutemann take the lead into Sainte Devote ? But attention was distracted from that by a mid-field accident. One had scarcely time to realise that the Ligier driver led from Jones and Reutemann than one saw Daly's Tyrrell flying through the air, driving over three other cars. Mid-field it chaos, but once it had all sorted itself out, it was clear that both Tyrrells were out as was Giacomelli's Alfa Romeo and Prost's McLaren. Lammers was also involved and spent a long time in the pits before an impressive drive which would normally have won him points.

The leading bunch was perhaps very logical as they sorted their way through the first corner wreckage at the start of the second lap. Pironi led Jones, Reutemann, Laffite, Depailler and Piquet, all of them close together. However, the next man was perhaps surprising. Scheckter had started from the penultimate row of the grid yet he was next up followed by Jabouille, Villeneuve, Mass and De Angelis. Fittipaldi came next in front of Andretti, and then Arnoux and Patrese, the former having stalled on the start line.

The early laps were fantastic with six drivers fighting as hard as they knew to do their best. Monaco is not an easy circuit on which to pass,

→

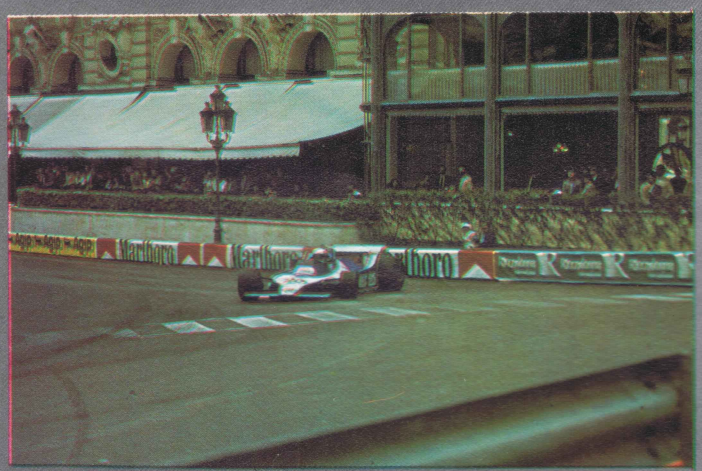


8 →

9 →

8 - Pironi and Jones are now seperated by a gap. Their magnificent duel finishes on the 25th lap when Jones stops in the pits.

9 - Reutemann, third, is still followed closely by Laffite. Depailler drops back in order to save his tyres.



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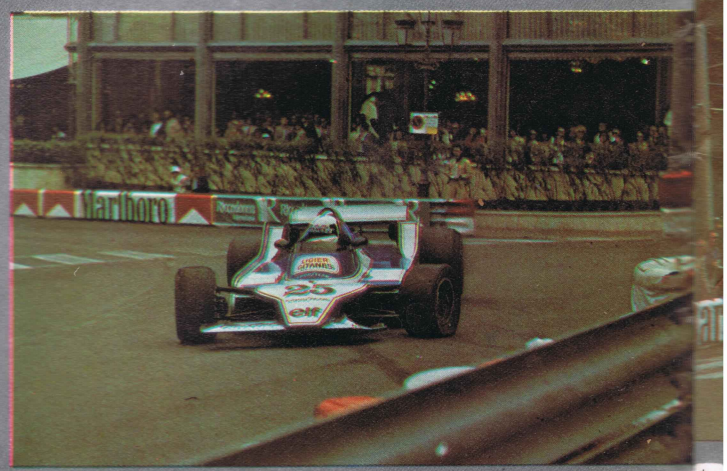


13 →

12. Pironi slides at the Casino on the 55th lap. Note his front left wheel which is slightly damaged.

13. Didier slides wide towards the outside of the corner. His front track is useless. It means retirement.

and that certainly kept the bunch together for the first six were scarcely more than a length apart. The situation began to develop a little on the seventh lap. Slowly the cars split up into three duos, each with a small gap to the next. Jones was challenging Pironi just as Laffite was pushing Reutemann and Piquet was doing the same to Depailler. The six cars were covered by less than six seconds. Then the Pironi Jones battle began to pull away from those behind. On the 15th lap, Reutemann, still with Laffite in his mirrors, was five seconds behind his teammate. The Argentine appeared to have slowed a little which allowed a new group to form : Reutemann followed by Laffite, Depailler, and Piquet. But when they began to overtake the first of the backmarkers, Depailler and particular Piquet began to lose touch, not because of the backmarkers in particular, but because their tyres were going off.

So the race for the lead continued between Pironi and Jones, and that for second between Reutemann and Laffite. On the 20th lap, Jones was still harrying Pironi but then the pressure seemed to ease fractionally. However, there was no reason to suspect that Alan was in trouble. But on the 25th lap, Alan nipped into the pits and retired, let down by his differential.

So Reutemann took over second place, three seconds behind Pironi. The Argentine had also been left in peace by Laffite who had slowly dropped with brake problems.

The gap between Pironi and Reutemann remained relatively stable for a long time,

Pironi's third gear jumped out. That's what caused his spin.

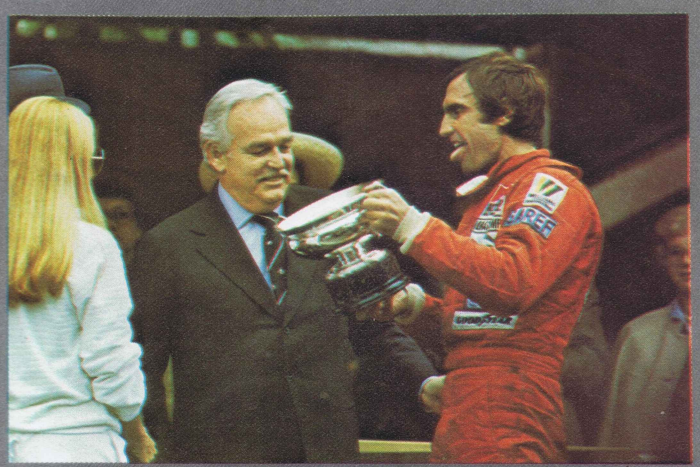
10 →

11 →

10 - Laffite has brake trouble at the same time that Depailler starts to attack again. The Alfa catches the Ligier on the 47th lap.

11 - Patrese and Arnoux carry out a lively duel at the back of the field for tenth place, but it finishes badly.

14 →



15 →

14. The chequered flag at last for « Lole » Reutemann, deprived of a win since Watkins Glen in 1978.

15. A lack of respect for the royal couple ? Or is he simply trying to hide his delight ?

scarcely being affected by lapping backmarkers. Pironi appeared to have the race won. Reutemann seemed to be happy with second place for Laffite's threat had faded. The latter came under pressure from Depailler, but that was to come to nought when Depailler's engine broke which brought to a halt his fine performance. So Piquet took over fourth place in front of Mass who, earlier in the race, had benefited from the pit stops or retirements of Scheckter, Jabouille, Villeneuve and De Angelis. This group of four had also provided entertainment behind the leaders during the early laps. However, all were to strike trouble. Jabouille dropped back because of his tyres and then retired with broken transmission. Scheckter and Villeneuve both changed tyres, the former retiring, and De Angelis spun.

From the 45th lap, a few drops of rain, slowly increasing to a light drizzle, had dampened the track, particularly between the Casino and the tunnel. The drivers were beginning to have trouble, their cars sliding. When Pironi spun at the Mirabeau on the 55th lap, people thought that he was a victim of the wet track. However, he explained later that he had gearbox trouble. Third gear jumped out and that's what caused his spin.

So Carlos Reutemann found himself in the lead, 25 seconds in front of Laffite. Piquet was the final driver on the same lap. Mass was fourth and beginning to be challenged by Andretti when the American's Lotus struck gear linkage trouble. That meant that teammate De Angelis took over the position, but he then crashed giving fifth place to Villeneuve in front of a fortunate Fittipaldi. Arnoux and Patrese hit one another in Casino square after a long battle, and the former didn't restart.

The last laps were slowed considerably by the wet track. Reutemann drove carefully to the chequered flag while Laffite showed that he didn't like the rain by not only losing a lot of time to third placed Piquet, but also signalling his displeasure to the clerk of the course on each lap. Reutemann, Laffite and Piquet were the men at Monaco. Mass, Villeneuve and Fittipaldi were the lucky ones to pick up points.

□

Monaco statistics

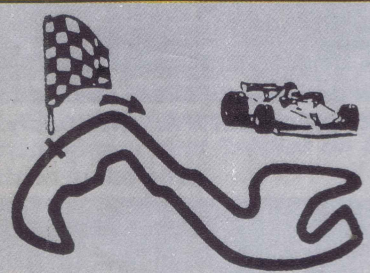
MONACO GRAND PRIX

Date : May 18, 1980
Circuit length : 2.06 miles
Race distance : 76 laps, 156.406 miles
Conditions : cloudy and raining at the end of the race
Attendance : 70.000 spectators.

THE RECORD

(last five races)

1975 : Lauda (Ferrari 312 T)
1976 : Lauda (Ferrari 312 T2)
1977 : Scheckter (Wolf WR5)
1978 : Depailler (Tyrrell 008)
1979 : Scheckter (Ferrari 312 T4)



STARTING GRID

PIRONI
Ligier JS 11/15
1'24"813

REUTEMANN
Williams FW07/B
1'24"882

JONES
Williams FW07/B
1'25"202

PIQUET
Brabham BT 49
1'25"358

LAFFITE
Ligier JS 11/15
1'25"510

VILLENEUVE
Ferrari 312 T5
1'26"104

DEPAILLER
Alfa Roméo 179
1'26"210

GIACOMELLI
Alfa Roméo 179
1'26"227

JARIER
Tyrrell 010
1'26"369

PROST
Mc Laren M29
1'26"826

PATRESE
Arrows A3
1'26"828

DALY
Tyrrell 010
1'26"838

LAMMERS
ATS D4
1'26"883

DE ANGELIS
Lotus 81
1'26"930

MASS
Arrows A3
1'26"956

JABOUILLE
Renault RE 23
1'27"099

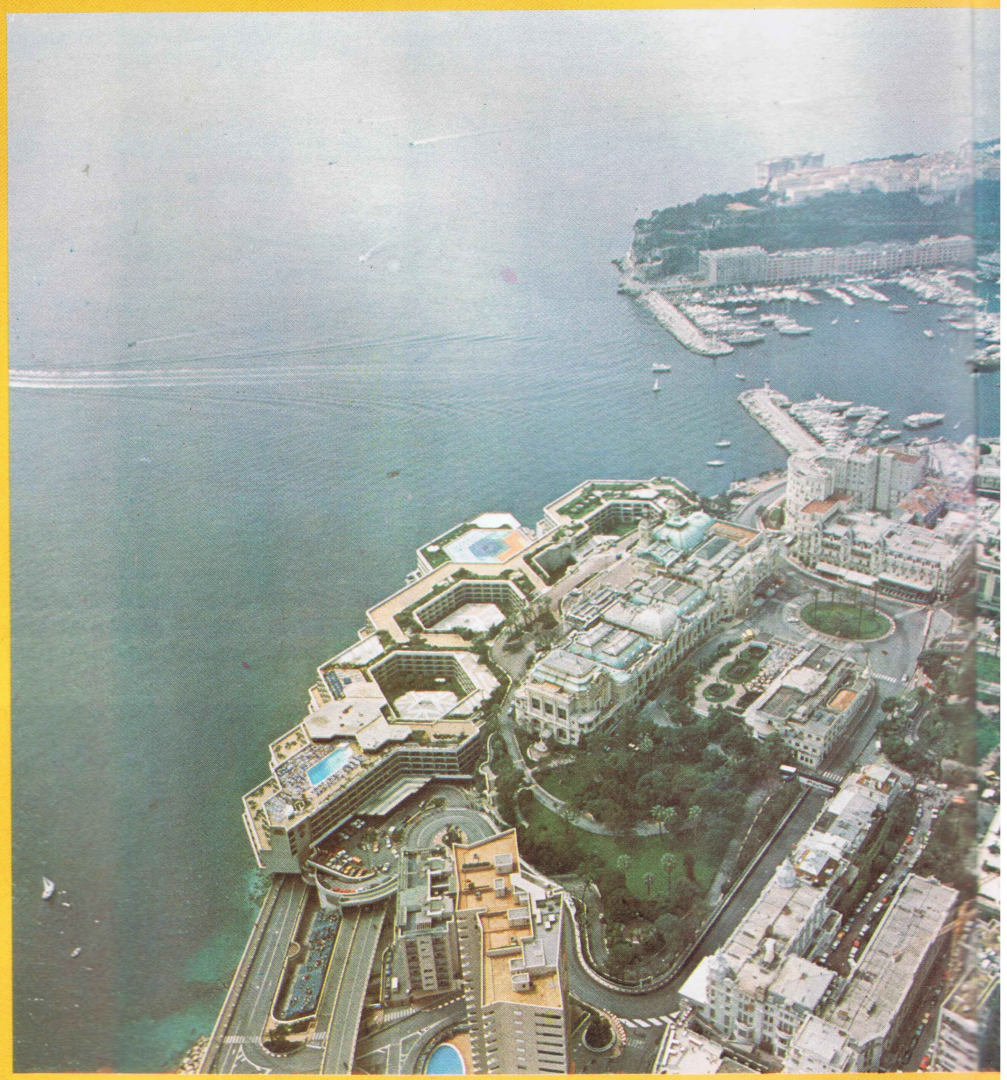
SCHECKTER
Ferrari 312 T5
1'27"182

FITTIPALDI
Fittipaldi F7
1'27"495

ANDRETTI
Lotus 81
1'27"514

ARNOUX
Renault RE 24
1'27"524

Non-Qualified :
WATSON (Mc Laren M29) 1'27"731
CHEEVER (Osella FA1) 1'27"708
LEES (Theodore DN 12) 1'27"842
ROSBERG (Fittipaldi F7) 1'28"381
ZUNINO (Brabham BT 49) 1'28"384
NEEDELL (Ensign MN 180) 1'29"188
KENNEDY (Theodore DN 11) 1'39"986

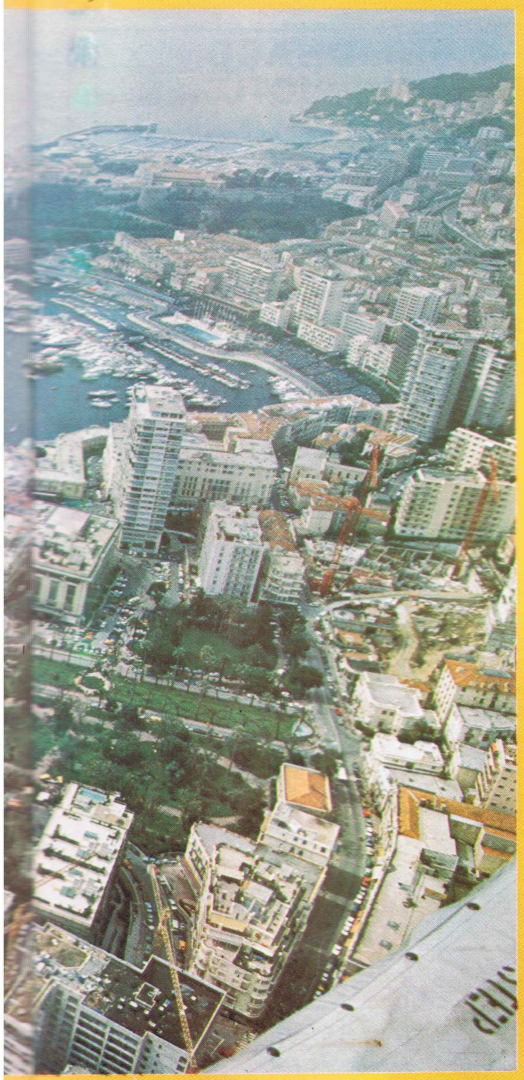


TIMES IN UNOFFICIAL PRACTICE

	Thursday morning	Saturday morning	Sunday morning
PIRONI	1'26"22	1'27"81	1'27"61
REUTEMANN	1'27"64	1'28"42	1'27"91
JONES	1'27"43	1'27"15	1'27"39
PIQUET	1'28"59	1'26"20	1'28"71
LAFFITE	1'27"73	1'26"81	1'27"99
VILLENEUVE	1'28"64	1'27"71	1'28"71
DEPAILLER	1'28"65	1'26"29	1'28"44
GIACOMELLI	1'29"73	1'27"87	1'29"36
JARIER	1'28"80	1'28"09	1'30"76
PROST	1'28"66	1'28"57	1'30"45
PATRESE	1'30"38	1'28"25	1'30"40
DALY	1'28"90	1'28"65	1'30"57
LAMMERS	—	1'30"66	1'30"48
DE ANGELIS	1'32"17	1'28"24	1'30"56
MASS	1'29"50	1'28"83	1'30"00
JABOUILLE	1'29"13	1'29"09	1'29"58
SCHECKTER	1'28"88	1'28"40	1'28"75
FITTIPALDI	1'30"26	1'30"22	1'31"84
ANDRETTI	1'29"25	1'28"21	1'29"86
ARNOUX	1'31"00	1'29"61	1'30"92
WATSON	1'29"31	1'28"95	1'29"75
CHEEVER	—	1'28"77	—
LEES	—	1'29"32	—
ROSBERG	1'30"43	—	—
ZUNINO	1'32"48	1'30"68	—
NEEDELL	1'32"36	1'30"44	—
KENNEDY	1'32"11	—	—

OFFICIAL PRACTICE TIME

	1st session	2cnd session
PIRONI	1'45"053	1'24"813
REUTEMANN	1'47"456	1'24"882
JONES	1'47"126	1'25"202
PIQUET	1'47"541	1'25"358
LAFFITE	1'47"919	1'25"510
VILLENEUVE	1'46"224	1'26"104
DEPAILLER	1'48"410	1'26"210
GIACOMELLI	1'48"625	1'26"227
JARIER	1'48"585	1'26"369
PROST	1'49"775	1'26"826
PATRESE	1'51"057	1'26"828
DALY	1'47"788	1'26"838
LAMMERS	1'49"215	1'26"883
DE ANGELIS	1'51"055	1'26"930
MASS	1'50"200	1'26"956
JABOUILLE	1'50"339	1'27"099
SCHECKTER	1'47"456	1'27"182
FITTIPALDI	1'48"884	1'27"495
ANDRETTI	1'48"419	1'27"514
ARNOUX	1'48"597	1'27"524
WATSON	1'48"114	1'27"731
CHEEVER	2'02"940	1'27"808
LEES	1'50"383	1'27"842
ROSBERG	1'49"589	1'28"381
ZUNINO	1'52"599	1'28"384
NEEDELL	1'49"805	1'29"188
KENNEDY	1'53"755	1'39"986



PIT STOPS AND RETIREMENTS

Daly : crashed 1st lap.
Jarier : crashed 1st lap.
Prost : crashed 1st lap.
Giacomelli : crashed 1st lap.
Lammers : stopped 1st lap, repairs to front and rear suspension after 1st lap crash involvement.
Jabouille : changed tyres and front nose fin 10th lap, changed tyres 24th lap, retired 26th lap, transmission.
Scheckter : changed tyres 13th and 27th laps when he retired.
Villeneuve : changed tyres 21st lap.
Jones : retired 25th lap, differential.
De Angelis : stopped 45th lap after spin, retired after hitting the barrier 69th lap.
Depailler : retired 51st lap, engine.
Arnoux : retired after accident with Patrese 54th lap.
Patrese : changed punctured tyre 54th lap.
Pironi : spin and accident 55th lap.
Andretti : stopped 62cnd lap, gear linkage.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATIONS

(after the Argentine, Brazilian, South African, USA West, Belgian and Monaco GPs)

1. Piquet 22 pts - **2.** Arnoux 21 pts - **3.** Jones 19 pts - **4.** Pironi 17 pts - **5.** Reutemann 15 pts - **6.** Laffite 12 pts - **7.** Patrese 7 pts - **8.** De Angelis 6 pts - **9.** Fittipaldi 5 pts - **10.** Rosberg and Mass 4 pts - **12.** Daly, Prost, Watson and Villeneuve 3 pts - **16.** Scheckter, Giacomelli and Jarier 2 pts.

CONSTRUCTORS CUP

1. Williams 34 pts - **2.** Ligier 29 pts - **3.** Brabham 22 pts - **4.** Renault 21 pts - **5.** Arrows 11 pts - **6.** Fittipaldi 9 pts - **7.** Lotus and Mc Laren 6 pts - **9.** Tyrrell and Ferrari 5 pts **11.** Alfa Romeo 2 pts.

RESULTS

1. REUTEMANN	Williams FW07/B	76 laps in 1h55'34"36 (81.199 mph)
2. LAFFITE	Ligier JS 11/15	1'13"63 behind
3. PIQUET	Brabham BT 49	1'17"73 behind
4. MASS	Arrows A3	one lap behind
5. VILLENEUVE	Ferrari 312 T5	one lap behind
6. FITTIPALDI	Fittipaldi F7	two laps behind
7. ANDRETTI	Lotus 81	three laps behind
8. PATRESE	Arrows A3	three laps behind

Fastest lap : Reutemann, 1'27"418, 84.751 mph **(Record).**

THEIR FASTEST RACE LAPS

	Time	Lap N°
Reutemann	1'27"418	40
Laffite	1'27"829	16
Piquet	1'27"725	14
Mass	1'28"770	10
Villeneuve	1'28"005	40
Fittipaldi	1'29"999	32
Andretti	1'29"429	43
Patrese	1'28"858	56
De Angelis	1'28"517	36
Lammers	1'28"128	31
Pironi	1'27"443	13
Arnoux	1'30"332	36
Depailler	1'27"638	42
Scheckter	1'28"416	18
Jabouille	1'30"569	14
Jones	1'27"670	13

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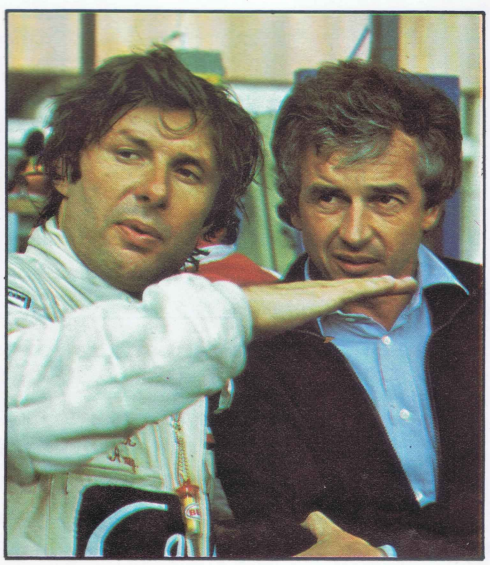
Postcard from Monaco

Essex Motorsport held an amusing evening at the Pirate on Friday evening. It appears to be organised chaos with flying dragons etc. Gerard Larrousse and Nelly Arnoux warm themselves. Rene is still dry...

... but not for long. Rene is drenched in champagne, even before the race. Chapman meanwhile, forgets his worries and sets fire to a few tables and chairs !

René Dreyfuss celebrated the 50 th anniversary of his win at Monaco with a lap in his Bugatti.

Jean-Pierre Beltoise was the Monaco 1972 winner and here he meets up with his former teammate Jean-Pierre Jarier. Together they won four World Championship of Makes races in Matras.



MONACO IN PICTURES

1 - A view of the Ligier JS 11/15 cockpit : this is the driving position of a winning car.
2 - Alan Jones nearly had a good result. He's had bad luck at Monaco now for two years for last year he so nearly won.
3 - The magic of Monaco : Formula One cars in the streets. A traditional sight, but for how much longer ?
4 - Gilles Villeneuve drove a brave race and after his change of tyres, he deserved his fifth place. Last year, he was a front runner.
5 - Inset : Carlos Reutemann and his Williams FW 07. A faultless race with a win at the end.
6 - A helmet that will become famous : that of Nelson Piquet's, the Brazilian leader of the World Championship thanks to his third place.
7 - The Monaco Grand Prix, lap by lap.
8 - Mario Andretti nearly had his best result of the season. But his gear linkage deprived him of points. The Lotus team is beginning to resurface.

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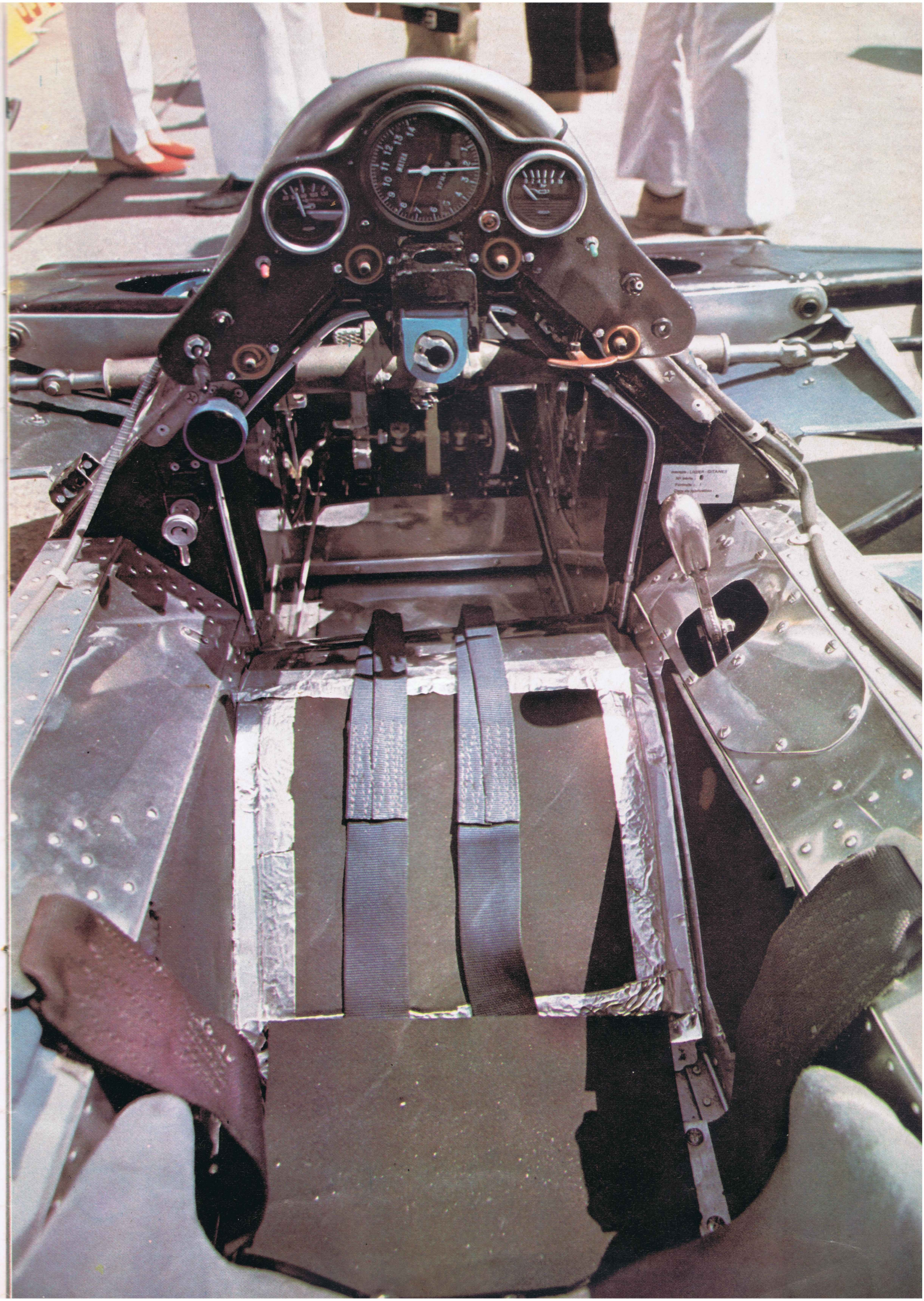

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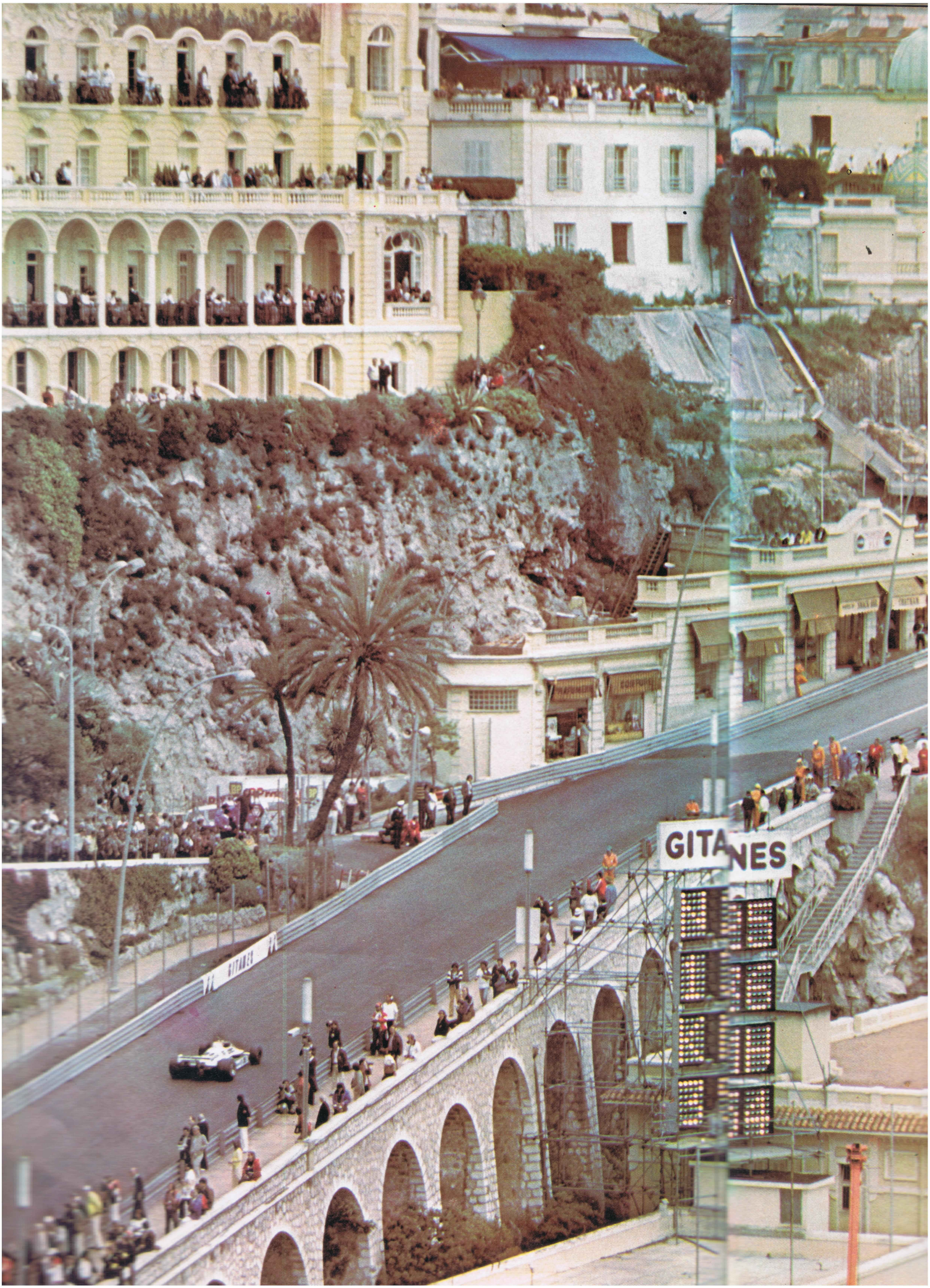
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Gilles Villeneuve

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Agip
LONGINES
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Reutemann
Marlboro
TAG
challenger
AVCO
28
Leyla

Marlboro
GOODYEAR
ALBILAD
dallah
Vehicles
GOODYEAR

Reutemann
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challenger
saudia
GOODYEAR
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28
Leyland

Reutemann
Marlboro
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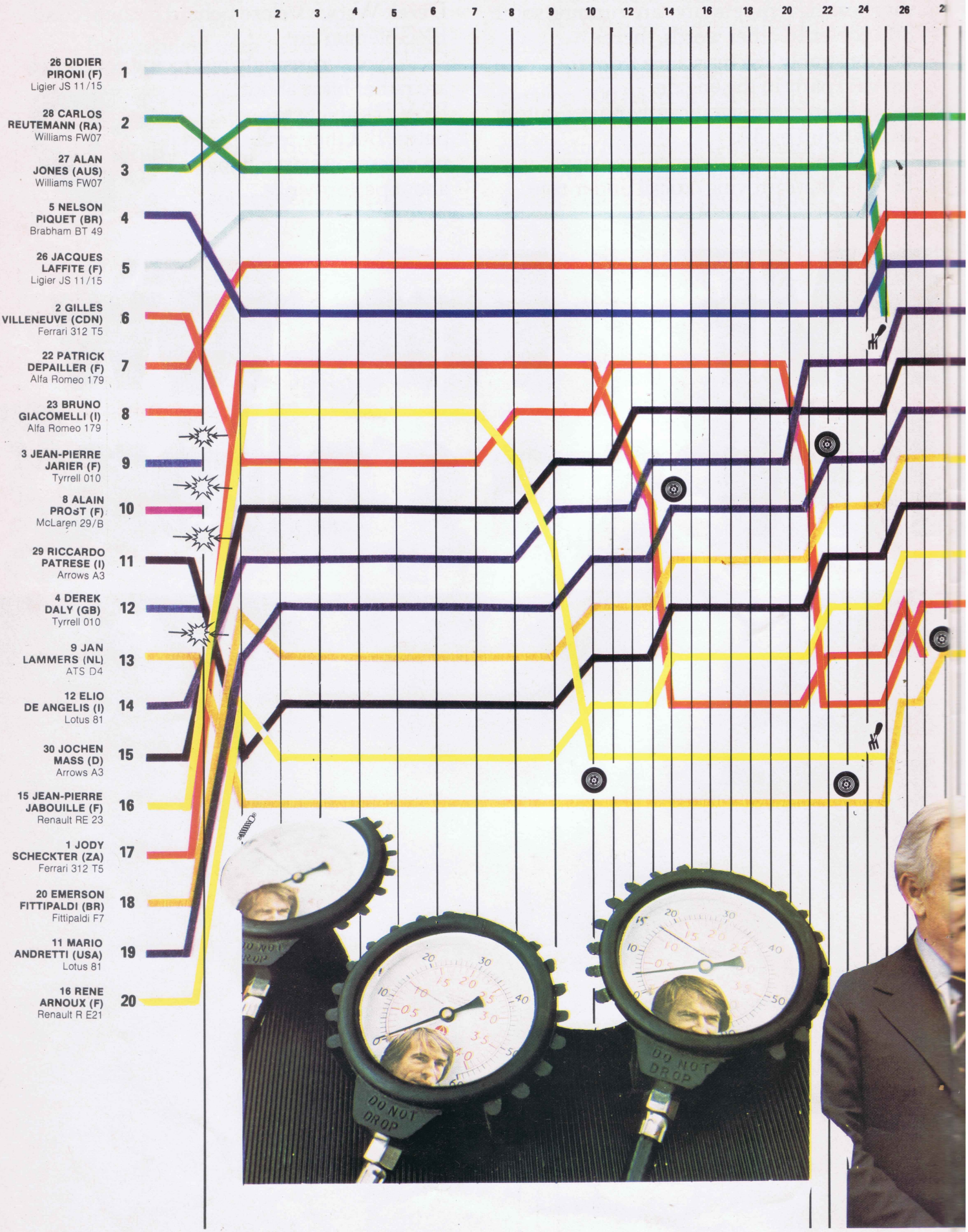
TAG
challenger
dallah
AVCO
ALBILAD
Vehicles
28
Leyland

CONTACTLESS
Electronic
DANGER: High Energy Capacitive Discharge Ignition
DO NOT TOUCH WIRES to coil or high tension leads while engine running
SHOCK increases with engine

Lap by lap - Giro per giro - Runde um Runde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28 CARLOS REUTEMANN (RA) Williams FW07 2
27 ALAN JONES (AUS) Williams FW07 3
5 NELSON PIQUET (BR) Brabham BT 49 4
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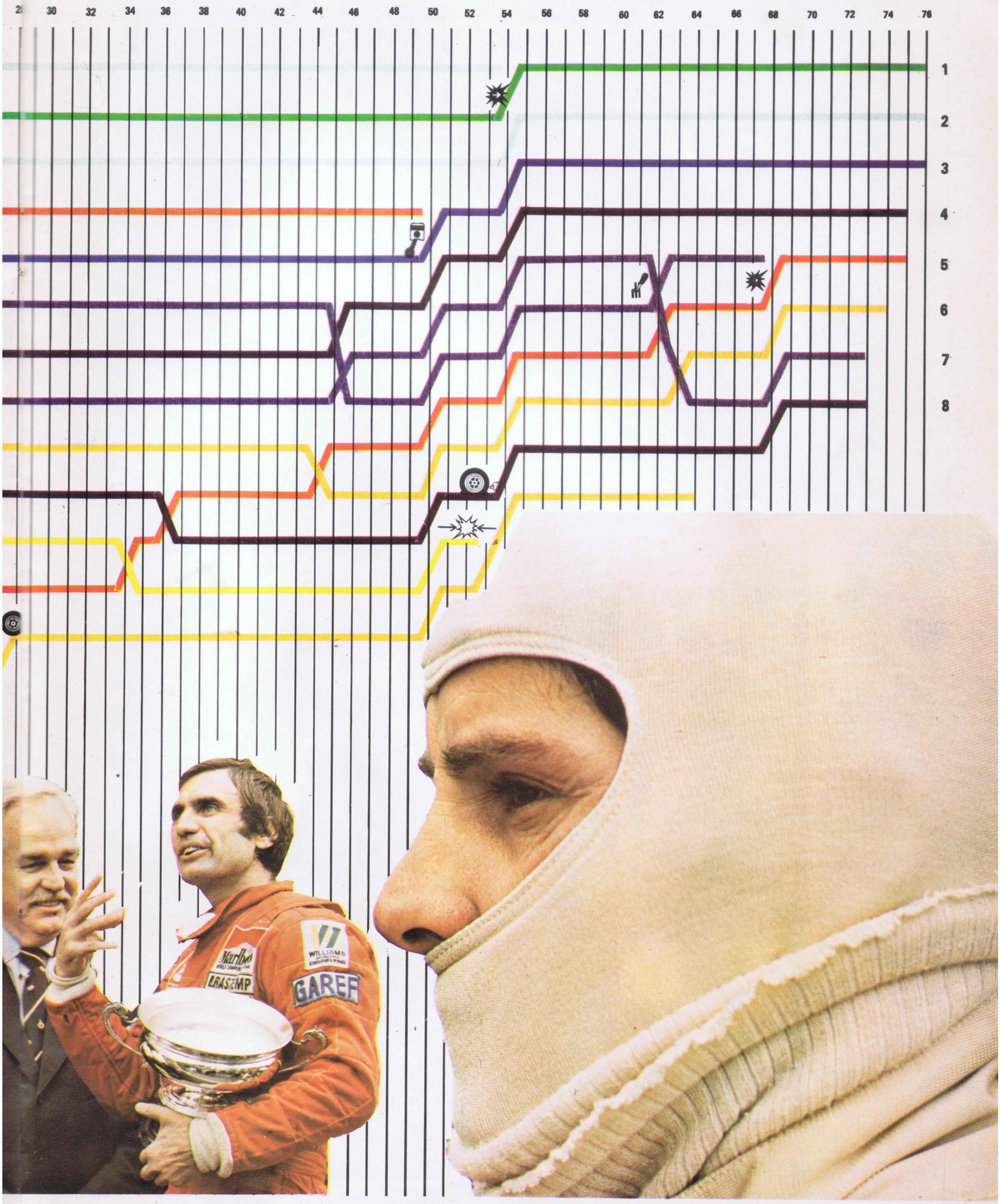
2 GILLES VILLENEUVE (CDN) Ferrari 312 T5 6
22 PATRICK DEPAILLER (F) Alfa Romeo 179 7
23 BRUNO GIACOMELLI (I) Alfa Romeo 179 8
3 JEAN-PIERRE JARIER (F) Tyrrell 010 9
8 ALAIN PROST (F) McLaren 29/B 10
29 RICCARDO PATRESE (I) Arrows A3 11
4 DEREK DALY (GB) Tyrrell 010 12
9 JAN LAMMERS (NL) ATS D4 13
12 ELIO DE ANGELIS (I) Lotus 81 14
30 JOCHEN MASS (D) Arrows A3 15
15 JEAN-PIERRE JABOUILLE (F) Renault RE 23 16
1 JODY SCHECKTER (ZA) Ferrari 312 T5 17
20 EMERSON FITTIPALDI (BR) Fittipaldi F7 18
11 MARIO ANDRETTI (USA) Lotus 81 19
16 RENE ARNOUX (F) Renault R E21 20
DO NOT DROP

Lap by lap - Giro per giro - Runde um Runde

ap - Giro per giro - Runde um Runde - Tour p

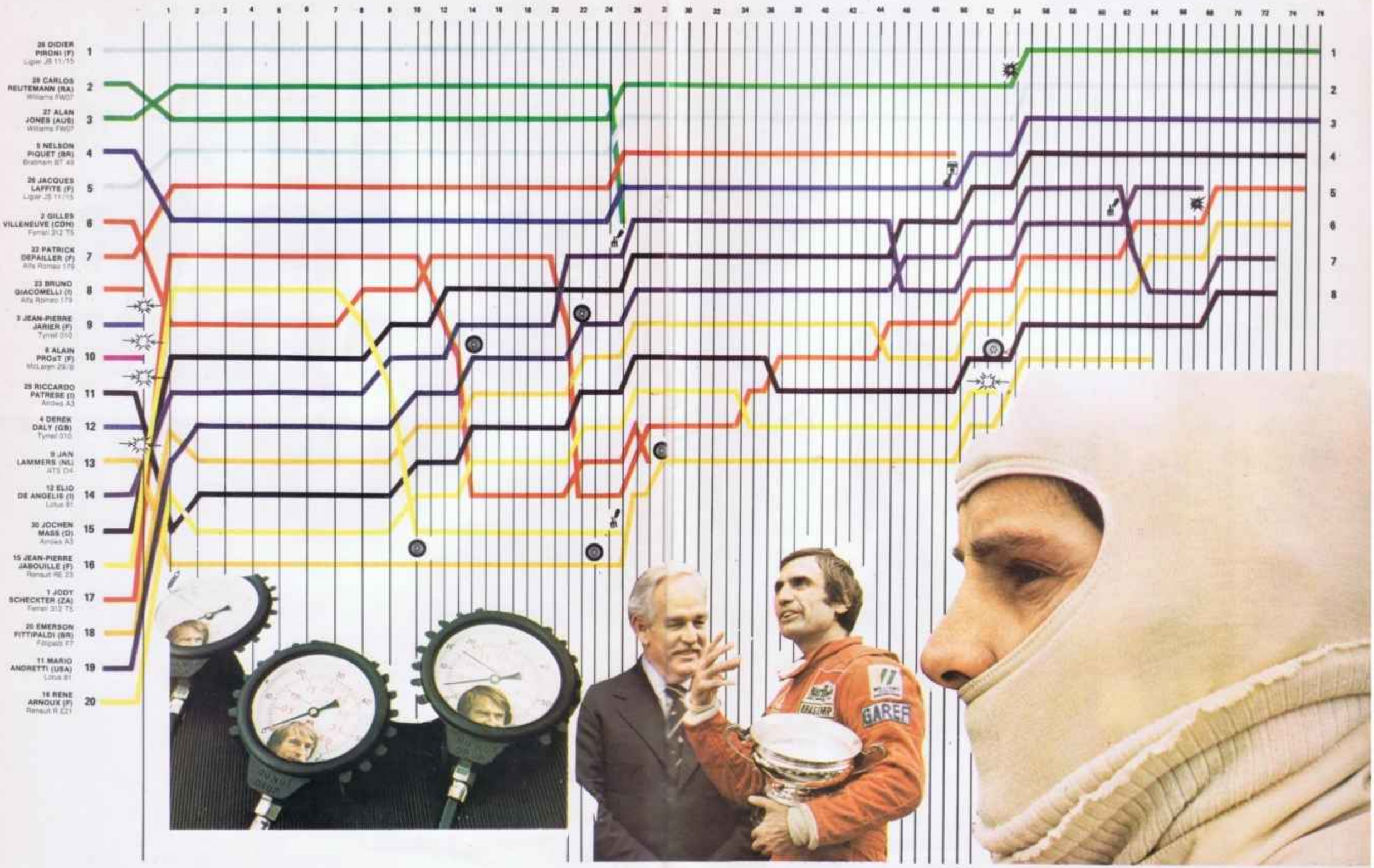
ap - Giro per giro - Runde um Runde - Tour p

de - Tour par tour - Vuelta a vuelta - Lap by



de - Tour par tour - Vuelta a vuelta - Lap by

Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Lap by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16 RENE ARNOUX (F) Renault R E21 20
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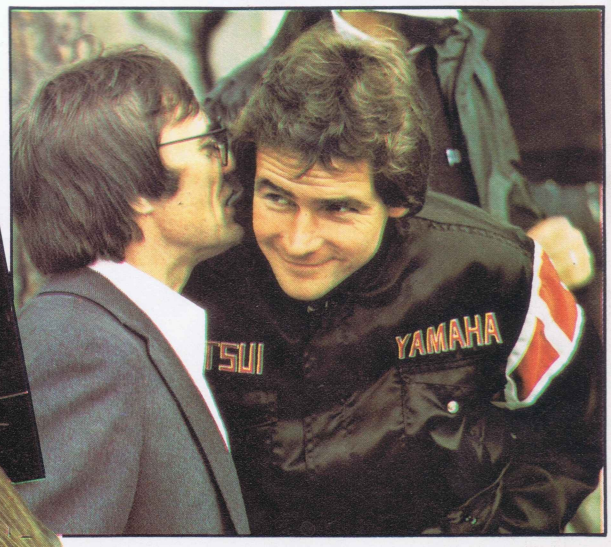
Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Vuelta a vuelta - Lap by

ESSEX
ESSEX
TISSOT
QUARTZ
Valvoline
11

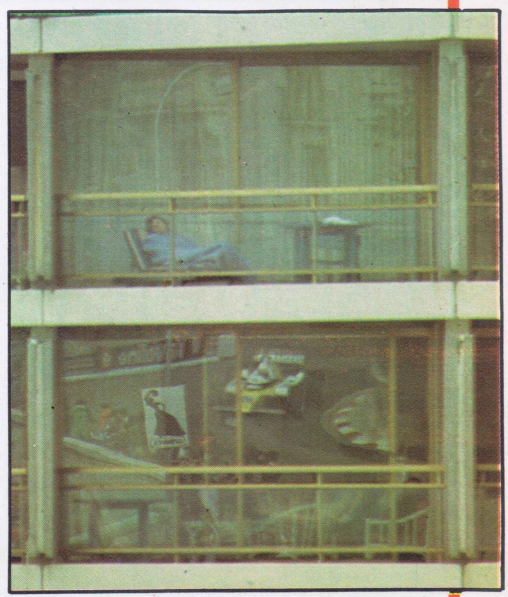
Postcard from Monaco

Jarier relaxes on board one of his favourite toys, « 33 Export », a former Transatlancic racing boat. Maurice Philippe, the Tyrrell designer is at the helm, Brian Lesley, his assistant, waits his turn, and maybe Caroline Jarier will have a go too.

Kenny Roberts with Jackie Stewart ; Barry Sheene with Bernie Ecclestone : Yamaha presented a new US bike range at Monaco.



John the Wise jokes with Jackie Stewart. Jean Sage of Renault on the phone with help from the former World Champion.



A unique Monte Carlo view. When Formula One drivers become street racing men and not only the sound is reflected.

MONACO EXTRA

JOCHEN MASS HAS HIS REVENGE

THE 1979 Monaco Grand Prix was a great disappointment for Jochen Mass. He was driving the Arrows A1 for the last time that season, and was so close to a fine third place. That would have been the best result all season but he had to stop in the pits after his brakes began to fade.

So this year's fourth place was a kind of revenge for the German driver. What he lost last year, he gained this year. That was a little wink of the eye from Lady Luck. « *I'm certainly very satisfied,* » said Jochen after the race. « *You can't complain when you start 15th on the grid and finish fourth. If one finishes at Monaco, one is usually well placed because of the number of accidents and retirements that take place on this circuit. I thought of last year and did everything I could to spare the car.* »

Jochen was in a bad position at the start, but gained a number of places after the accident at Ste Devote. « *I had quite a good start,* » he told us, « *but I saw Daly climb onto Giacomelli's car and I could feel that there was going to be chaos, so I braked to avoid it.* »

Mass was tenth on the first lap right behind Villeneuve, but the latter pulled away. « *I was very slow in the slower corners,* » explained Mass. « *I had a lot of understeer.* » For the same reason, Jochen had no answers when Andretti began to catch him. The two fought hard together. « *The Lotus was quite worrying during the race but then the pressure eased when Mario had to stop in the pits. So my main worry then was to finish.* » And that he managed to do. His tenth place at the start of the race became fourth by the end. « *Naturally, I would have prefered to have been competitive as well as lucky. But the team is working on it and I'm sure that on some circuits we'll be a lot better placed which won't be due to pure luck.* »

The little street circuit didn't really suit the Arrows A3 and Jochen wasn't hoping for the best. « *It's certainly the most difficult circuit of the Formula One programme. But in Spain, France and most of the other circuits in general, we'll be a lot better off than here.* »

The Arrows A3 problem is mechanical rather than aerodynamic, although the two are naturally allied. « *The suspension doesn't work as well as it should,* » explained Jochen. « *But I think we should be able to make progress when we set it up rather differently. I've got confidence for the future. The team is good. We finish races which shows that the mechanics prepare the cars well. I get on very well with Riccardo. I couldn't really wish for more.* » He adds with a wry smile : « *It would be ideal if the car was perfect.* »

Jochen Mass is known in Formula One for his sense of fair-play. He demonstrated it again at the end of the race when he spontaneously went to Gerard Larrousse to plead his teammate's case. It was a simple case of reasoning which he explained as follows : « *why does everyone immediately accuse Riccardo ? Ever since Monza, he's always been in the wrong. Riccardo is hard to overtake, that's true but there are and have been others. Do you think Hunt was easy to overtake ? Do you think Andretti is easy to pass ? No one says anything against them. One mustn't make rapid judgements just because it's Riccardo. For example, I could complain about Fittipaldi. During the race, he thought he could pass me at the chicane and just hit my car lightly. If I'd retired, no one would have conducted a wolf-hunt against Emerson. So why go overboard because it's Patrese ? He's young and he's continually getting the blame for things which aren't necessarily his fault.* » They were kind words indeed, and show that Jochen has a certain relationship with his teammate.

WATSON'S SAD CENTURY

JOHN WATSON : the man who shaved off his beard when he won the Austrian Grand Prix in 1976 driving a Penske ; the man who led many races in 1977 driving a Brabham-Alfa Romeo ; the man who took over from James Hunt at McLaren. The same John Watson was looking forward to his 100th Grand Prix, yet it was not to be. For the first time he didn't qualify and coincidentally, if we're not wrong, it meant that there was no British driver in a Grand Prix for the first time in World Championship history.

Watson tried hard though. His efforts during the final qualifying session were nothing short of spectacular. But John never managed to find satisfactory balance in his McLaren. « ***Understeer, understeer, understeer,*** » he repeated wearily after his failure. « ***I've tried everything, changed everything and we still haven't got rid of the problem.*** » John was especially disappointed for tests at Silverstone after the Belgian Grand Prix had been promising. Improvements to the M29 had gained them a second and a half. But the Monaco Grand Prix consisted of only practice sessions for Watson.

The Northern Irish driver was obviously disappointed not to make the grid. « ***You really need that new car,*** » we suggested to him, refering to the new McLaren expected at the British Grand Prix. He sighed and simply said, « ***I don't know what I need really. Above all, I need to get the car working.*** » Obviously, he was wondering how. The fact that Prost had qualified on the fifth row of the grid was obviously making John wonder if he couldn't have done better.

But it can't be just driver skill. In the wet practice sessions two weeks previously at Zolder, John had demonstrated that he could drive as well as anyone. It was wet again at Monaco for the first qualifying session. The McLaren driver demonstrated the same qualities and was ninth fastest after that first session.

But Watson has had a lot of difficulty since the start of the season, partially because Prost seems to get more out of his car than he does. Perhaps he feels a little lost. And he may also be a victim of the general climate surrounding him within the McLaren team. Some of the English teams try to motivate their drivers by setting one up against the other, deliberately provoking them in order to spur them on. It's a system that is diametrically opposed to the tactic used whereby sportsmen are made to feel confident, where they are told constantly that they're the best so that they can develop and feel capable of doing their very best. The American Olympic trainers use the latter method and it gets results.

Patrick Tambay told us at Long Beach that he'd left the McLaren team after two years feeling worn-out and generally depressed. Perhaps Watson in a victim of the same phenomena.

ANGRY FRENCHMEN

THE French have a reputation for complaining and expressing their own opinions. It's also said — and it's more obvious — that the French have literally invaded Formula One. These two views were both apparent at Monaco after the race following particularly lively discussions.

It started with Alain Prost's disappointment. He improves with every race and rises higher in the Formula One circus. Furthermore, he's an honest and frank speaker. Alain had great hopes before the Grand Prix. He'd never been so well-placed on the grid for a Formula One race. He reckoned that he could take third or fourth place and really hoped to finish in the points. But he didn't do more than a few yards in the race for he was involved in the first lap accident.

By his scowl, Alain was obviously very disappointed as he spoke very frankly about Daly : « ***I felt a tremendous thump and the Tyrrell hit my car. Quite honestly, I was very angry with Daly because his manœuvre was crazy. I know that the start is important but 76 laps is very long and a lot of things can happen during the Monaco Grand Prix. So why try such a useless and thoughtless manœuvre so early in the race.*** »

Jarier had the kindness or grace — almost to be excusing — while explaining Daly's lack of judgement as in experience. « ***Every driver makes mistakes at the start of his career.*** » But Prost is even newer to Formula One than Daly. He's younger and less experienced which could explain his comments.

Riccardo Patrese's « mistake » can't be attributed to inexperience. According to René Arnoux, it had nothing to do with it. The little driver from Grenoble was beside himself with rage after his accident with Patrese on the 52cnd lap. And it takes a lot to make the normally placid Arnoux so angry. His hazel eyes turned black as he recalled the accident. « ***He's crazy, Patrese. He just knocked me off. He made a mistake in Casino Square and slid sideways which allowed me to pull alongside on the exit. When he saw me running beside him going down to Mirabeau he just turned into me and pushed me into the barrier. He was just the same in Formula Two. I don't want to hear anything more about him. He's a public menace, something should be done about him.*** » There may be some influence in his words from an earlier accident to which he was no doubt referring when Patrese was involved in the first lap accident at Rouen in 1977. However, photographs showed that the Italian wasn't responsible. However, most people say that Patrese was the cause at Monaco this time.

Arnoux's anger was infectious. It didn't simply affect the Renault team, but also the president of FISA Jean-Marie Balestre who was unable to moderate his legal tendencies. He threatened Patrese loudly in a manner scarcely in keeping with his station.

However, Balestre got a taste of his own medicine after the race. Guy Ligier got hold of him and bawled him out in one of his typical sudden rages. At the end of the race, Guy had seen Jacques Laffite making desperate signs to the clerk of the course. Jacques confirmed his view that he considered the race ought to have been stopped because of the rain. His hard talking in the gathering gloom added to the generally despressed atmosphere in the French team's motor home : « ***I was making signs for them to stop the race. I'd slowed down a great deal because of the wet track. There's no point in crashing the car.*** » Guy Ligier was livid. « ***Yes, what's the point in risking valuable cars ? They just let the drivers carry on. You could tell they weren't driving.*** » His final words summed up his anger : « ***and that's motor racing organisation...*** »

DIFFICULT WEEKEND FOR NELSON PIQUET

NELSON PIQUET shared the World Championship lead with René Arnoux after the Grand Prix at Long Beach. He dropped a place after Belgium, but now leads the World Championship again thanks to his third place at Monaco.

The weekend scarcely started well for the Brazilian and his team. The first session of practice was troubled by a strictly personal problem for Nelson had stomach trouble. But that afternoon there was a more worrying incident. The track was slippery due to light rain and Nelson crashed at Mirabeau damaging the monocoque of his Brabham. Unfortunately for the Brabham team, Zunino had done the same thing so there were two useless monocoques in the paddock.

But Gordon Murray had some luck despite this. Monaco practice is traditionally split by a day's holiday which meant that the South African designer could send back to England for the car that is usually used for development work, as well as a brand new monocoque just in case....

Nelson, however, used the spare car while the newly arrived car was entrusted to Zunino. « ***That was no problem,*** » reckoned Murray, « ***the spare is virtually the same as Nelson's race car, we prepare the two equally carefully.*** » Piquet was very competitive during the second qualifying session, slotting his car on the second row of the grid beside Jones. In fact the Brabham BT 49 seemed so manœuvrable and well balanced that observers saw it as one of the favourites to win, particularly as it asks less of its tyres.

But that wasn't true for Piquet was the first of the leading bunch to suffer trouble with his tyres, and he soon began to lose touch with Depailler after a lively start to the race. Nelson's situation grew much worse for he modified the anti-roll bars from the cockpit in order to lessen understeer but the car went from pronounced understeer to severe oversteer. Consequently, he had a very difficult race, but nevertheless, gained three places thanks to the retirements of Jones, Pironi and Depailler.

And what about the World Championship ? Surely Nelson is benefiting from the Williams-Ligier-Renault struggle ? « ***It's going to be difficult,*** » said Gordon Murray. « ***Really, very difficult. There are five or six drivers who have the same chance. And we have a disadvantage in that we only have one really competitive car.*** »

DEPAILLER'S PROGRAMME CONTINUES

IT goes without saying that the Alfa Romeo team have made considerable progress within a few weeks. There was Depailler's Alfa battling with the two Ligiers and two Williams at the start of the race. But neither the Italian team nor its driver had been in the slightest bit competitive at Buenos Aires where Depailler brought up the tail of the field. Four months later though, he was right in with the best of them.

« ***It's really tremendous that the car is so fast at Monaco, especially if you compare it with the early races of the season,*** » said Depailler. « ***The Alfa Romeo team have really worked hard and now we're at the front of the field.*** »

The proof of his words is in the fact that Patrick set fifth fastest time in practice in a car that wasn't at all well set-up after hitting the chicane lightly. He could not use the spare car as the engine had broken during the morning session which rather upset his plans. « ***I would have certainly done better in the spare car which had the new engine because it was fractionally quicker. I had to drive my car like a madman after I'd hit the chicane but I set my fifth fastest time on the very last lap. Normally, I would have been on the second row, as at Long Beach. And it's not just due to the V12, which isn't that much quicker than the Cosworths. It's the combination of car-engine-driver which is competitive.*** »

Depailler's tyres went off slightly after the 15th lap so he slowed down a little in order to preserve them. Then he speeded up again on the 30th lap and quickly caught Laffite's Ligier and began to challenge. « ***Jacques had to have a problem, that's for sure, because he held me up a lot and Reutemann began to pull away. I'm sure I would have been able to overtake him.*** » Unfortunately, an engine mounting broke which in turn caused an oil leak. And without oil, the engine tightened up on the 51st lap which spelt the end for Patrick.

Nevertheless, the Frenchman proved again that he'd completely recovered from his hanggliding accident. After Long Beach he had a small operation, the ninth since the accident. « ***But I'm fine now. I was suffering a little in Zolder. But I was fine at Monaco, perfectly comfortable in the car.*** » Patrick's due for a tenth and final operation at the end of the year. Will he win a Grand Prix between now and then ? « ***I'm certain the answer is yes,*** » he replied immediately. « ***Since the start of the season, I've kept to my own recovery programme. Alfa Romeo have kept to their development programme. The new car will be at the British Grand Prix and it's really good. Everything's going to plan. I'm very happy.*** »

FERRARI 312 T5 : DRESSED FOR MONACO

Grands Prix take place every two weeks but considerable modifications on cars are less numerous now than they were at the start the season when there was a longer gap between races. However, a number of cars arrived in Monte Carlo in a special configuration developed specially for the Monaco Grand Prix. Ferrari, in particular, had changed their cars for the circuit.

by Giorgio PIOLA

THE Ferrari 312 T5s for Jody Scheckter and Gilles Villeneuve were certainly more modified than most of the other cars at Monaco. That's logical perhaps, because Ferrari are looking for good results. And remember that at the same time last year, the Scuderia had won four races, and that Scheckter won at Monaco.

During the two weeks between the Belgian and Monaco Grands Prix, the Italian team tested both at Circuit Paul Ricard and their own track at Fiorano. At the latter, the Ferrari engineers tried a whole range of technical solutions specially developed for Monaco. In order to determine the best set up, they even built special chicanes at the circuit to simulate the tight Monaco Circuit.

The various different set-ups centred on different wheelbases, different wings and various types of bodywork. Consequently the T5 was tested with an engine cover that had a central fin which wrongly fanned rumours that Ferrari were going to bring back the T4.

The 312 T5 version which appeared at Monaco in fact adopted aerodynamic solutions which were used with success at Long Beach in 1979 on the T4s as well as at Monaco.

The first of these modifications involved the use of a wide rear wing which was mounted forward of the rear wheels and was as wide as the bodywork (140 cms) replacing the normal rear wing which is 80 cms behind the rear axle and 110 cms wide, as per the regulations.

This modification was carried out in order to bring the rear wing closer to the car's centre of gravity which in turn, it was hoped, would make the handling more sensitive.

At the front, the normal 150 cms wide rear wing was replaced by a much smaller wing less than a yard wide, not only for aerodynamic reasons but also so that it would avoid being damaged by traffic during the race in the narrow streets of Monaco.

But having said that, the most important change was in the shortening of the wheelbase which in turn redistributed the weight in the car.

This different wheelbase was attained by fitting new front suspension. The lever arm suspension was slightly inclined which allowed a shortening of nearly 10 cms. The modification was in order to improve the manœuvrability of the T5 on the tight and twisty circuit. The T car was in the usual configuration. Mauro Forghieri, who is the technical man at Ferrari and decides such modifications, told us that they'd had their desired effect. *« We tried the car at Fiorano and found that in this configuration it's a lot more efficient in the chicanes and quick changes of direction. »* □

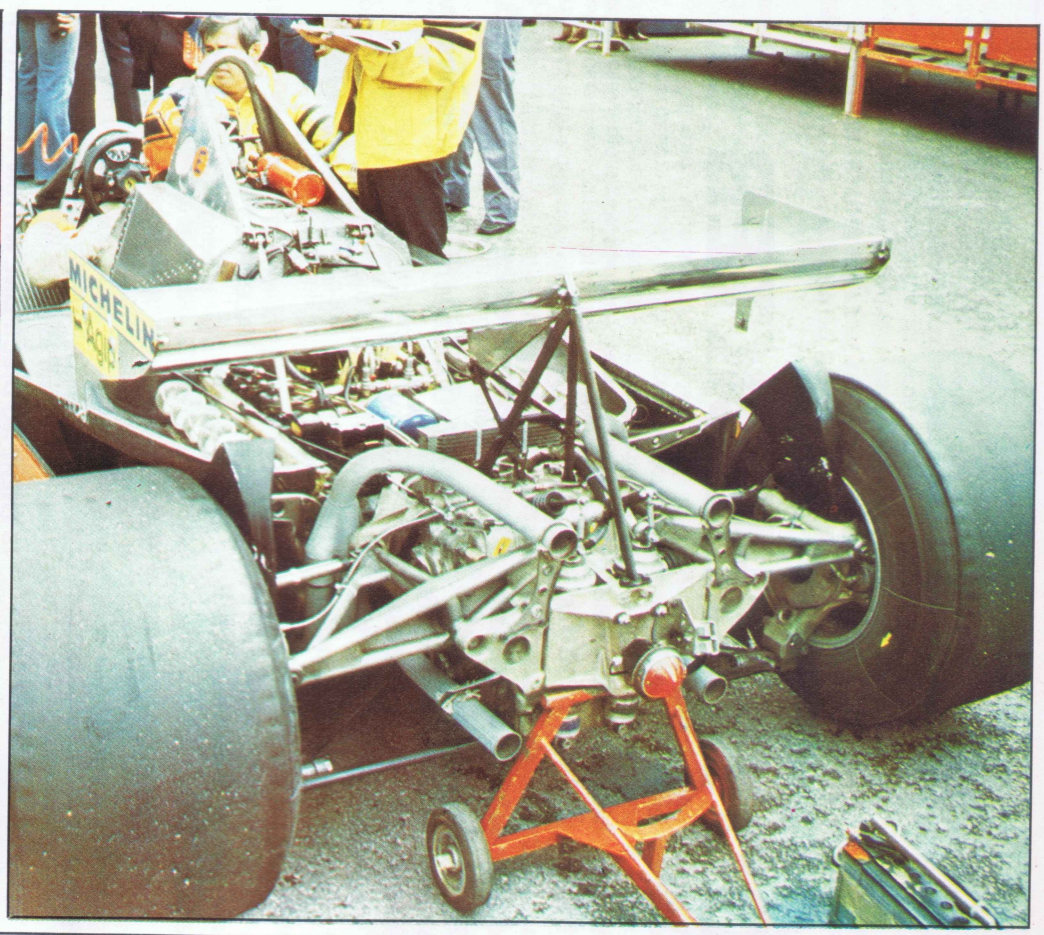
The T5 front suspension as it was in Monaco. Note how Ferrari have brought about shortening the wheelbase.

Rear view of the T5 with the forward-mounted wing.

1. A 100 cm wide front wing replaced the traditional wide wing.
2. The front wing support had also been shortened.
3. The suspension mounting remained the same, but by inclining the suspension arms, the wheelbase had been shortened by around 10 cm.
4. A wide rear wing was mounted in front of the rear wheels. This wing was the width of the car and was seen last year.
5. The T5 upright was first seen in Belgium. It's a casting and has a central air duct.
6. The central flap was partially cut to accomodate the forward mounted rear wing

The ideal Monaco set-up according to Forghieri

Ferrari designer Mauro Forghieri told us his views of the best Formula One car for the Monaco Grand Prix. *« The set-up of the car here is very important, »* said the Italian engineer. *« One has to make a certain compromise. The drivers have to have a hard and sensitive car. The harder and more sensitive the car is, the easier it is to drive, because it's more precise in the entry and exits to the corners. The handling is also more obvious to the driver which is an advantage on a circuit where the cars jump so close to the kerbs and barriers. The problem is that in adopting this type of set up, one loses grip. The secret to competitivity here is to establish the ideal compromise between precise handling and grip. »*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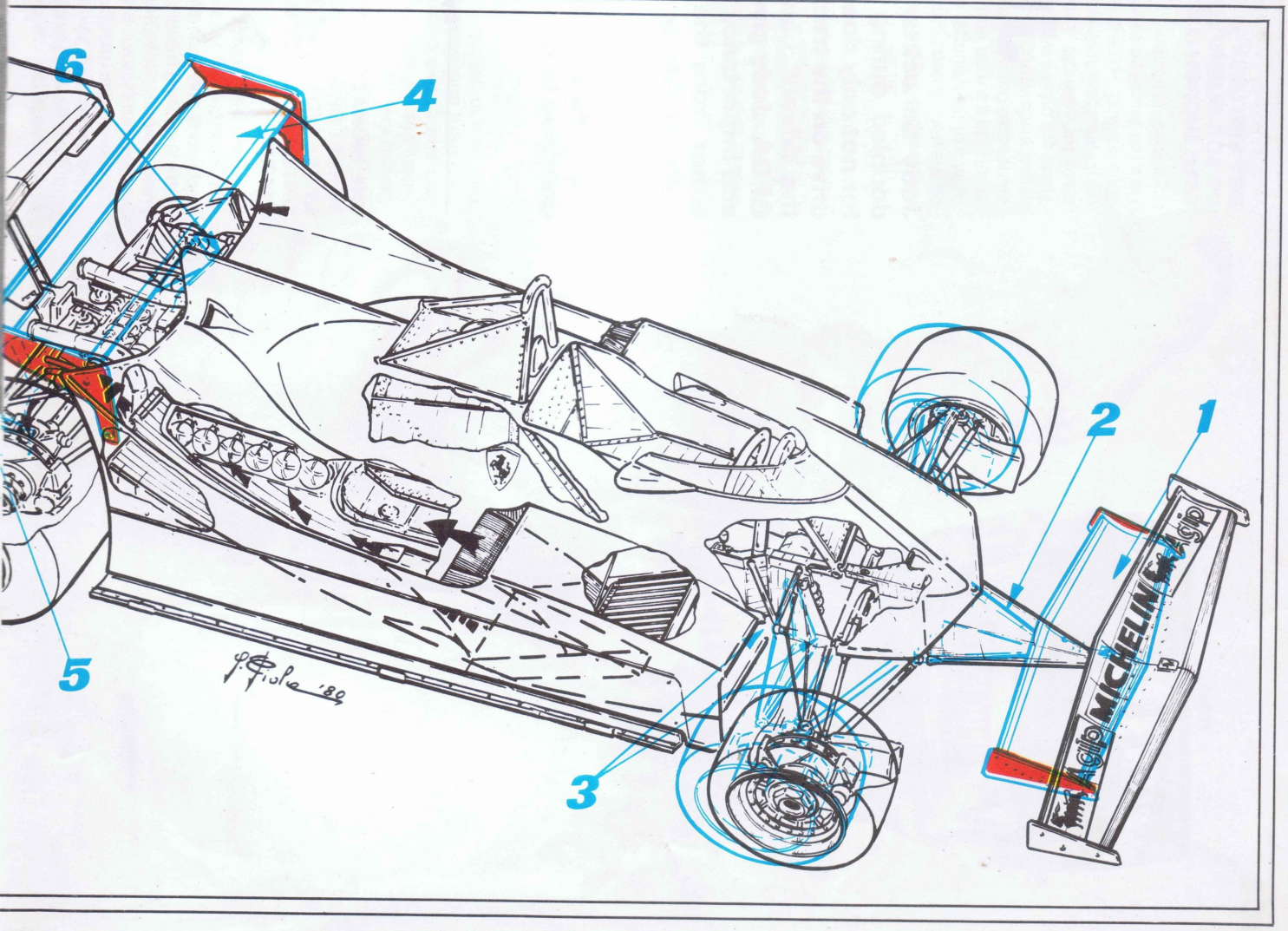
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JODY SCHECKTER

Jody Scheckter's competitive life has doubled during the past few months, for not only does he have the Ferrari to drive on the track, but he's also fighting the drivers' cause as president of the GPDA. Jody gives both as much energy and importance as he can. It's not easy, either from the sporting angle or the political side. In fact it's at such a point that Scheckter will be making up his mind about his own political and sporting future in July as to whether he'll continue to race after 1980.

by Eric BHAT

THE MONACO GRAND PRIX STARTED WITH THE THREAT OF A STRIKE BY THE DRIVERS, BUT FINALLY EVERYONE, INCLUDING YOURSELF, WENT OUT ONTO THE TRACK ON TIME. WHAT EXACTLY HAPPENED ?

I couldn't decide on my own not to practice, even though that was my own personal view. The fight between Bernie Ecclestone and Jean-Marie Balestre is getting to the stage that it's spoiling motor racing. It's OK for Bernie because he makes money. It's OK for Balestre for some other reason which I don't know. But every time they have an argument it's the drivers that suffer especially concerning safety. Every single time. We wanted 24 cars to practice, not 27, and the only way to make them listen was to strike. I sit on two committees which could decide to have more cars. Some governing body has to be set up otherwise this is the beginning of the end for motor racing. My personal view is that you can't have a sport that is so important, so important to people's lives, run by such unprofessional people. Unless they pull themselves together, they're going to find that there is no motor racing for them to organise.

WERE YOU PLEASED WITH THE DECISIONS TAKEN RECENTLY IN RIO ?

Yes, I'm very pleased with what was decided in Rio. But FOCA have already said that they're not going to abide by those decisions. So I don't know what's going on. But otherwise, I thought the decisions good.

WHO IS THE STRONGEST AT THE MOMENT, ECCLESTONE OR BALESTRE ?

I don't think it's a matter of being strong. I just don't think they can continue working the way they are now, they must work together more. Balestre can be as strong as he likes but when the constructors say that the drivers mustn't go to the briefing as they did in Belgium, it makes a joke of the whole thing. You can't run a sport like that. Discipline is needed, and at the moment there is none.

IS THERE NO DISCIPLINE WITHIN THE DRIVERS ?

The drivers are the weakest body, no question, because we are working for the constructors and that puts us in a weak position immediately.

SOME PEOPLE SAY THAT YOU HAVE BEEN TOO AGRESSIVE WITH FISA WHICH HAS HINDERED YOUR CAUSE RATHER THAN HELPED IT.

Nobody knows how much work I have done in the last six to nine months for the GPDA. The people who say that see one tenth of the work I have done and they are talking utter, complete rubbish. They don't know that I speak to Balestre and Bernie in the kindest way. What they need is someone to run FISA properly. They could start with a good international lawyer.

DO YOU SOMETIMES FEEL THAT YOU'RE LOSING A

They never ever mentioned more than 24 cars at Monaco. I got a telex from FISA, I got a telex from the organisers two days ago saying 24 cars would qualify. One day ago, they changed their minds, just like that. It's either professional motor racing or it's a joke. In my present opinion, it's a joke and the problem is that the joke is on the drivers. The only way is to have a strike, but some of the drivers are so weak they listen to people like Bernie. He's stringing everyone along, the constructors, everyone, but the drivers listen to him and drive. Well, that's their business. I've done my maximum.

DO YOU FIND YOUR CAMPAIGN FRUSTRATING ? YOU'RE FIGHTING FOR THE DRIVERS' SAFETY AND YET NOT GETTING THEIR TOTAL SUPPORT ?

I expect to have to fight and I expect not to have everybody behind me. Some of the drivers are less concerned about safety than others. I don't know why but the French drivers and one or two others are really clear in the minds what they want and what they'd like to see implemented. They don't like to get messed around. The other drivers do what they like, what they feel like at the time. You can't believe some of the stupid reasons they put forward for not getting involved. Some of them say it's not our fight. It's not our fight but we're the ones caught in the middle, so what can you do ? Personally, I don't know what to do any more. I prefer to argue with the governing body rather than take action during race weekends but when the governing body changes it's mind like that, it's no longer serious, it's a joke.

WHY DO YOU THINK THE FRENCH DRIVERS ARE MORE SAFETY CONSCIOUS THAN THE OTHERS ?

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JODY SCHECKTER

Jody Scheckter's competitive life has doubled during the past few months, for not only does he have the Ferrari to drive on the track, but he's also fighting the drivers' cause as president of the GPDA. Jody gives both as much energy and importance as he can. It's not easy, either from the sporting angle or the political side. In fact it's at such a point that Scheckter will be making up his mind about his own political and sporting future in July as to whether he'll continue to race after 1980.

by Eric BHAT

THE MONACO GRAND PRIX STARTED WITH THE THREAT OF A STRIKE BY THE DRIVERS, BUT FINALLY EVERYONE, INCLUDING YOURSELF, WENT OUT ONTO THE TRACK ON TIME. WHAT EXACTLY HAPPENED ?

I couldn't decide on my own not to practice, even though that was my own personal view. The fight between Bernie Ecclestone and Jean Marie Balestre is getting to the stage that it's spoiling motor racing. It's OK for Bernie because he makes money. It's OK for Balestre for some other reason which I don't know. But every time they have an argument it's the drivers that suffer especially concerning safety. Every single time. We wanted 24 cars to practice, not 27, and the only way to make them listen was to strike. I sit on two committees which could decide to have more cars. They never ever mentioned more than 24 cars at Monaco. I got a telex from FISA, I got a telex from the organisers two days ago saying 24 cars would qualify. One day ago, they changed their minds, just like that. It's either professional motor racing or it's a joke. In my present opinion, it's a joke and the problem is that the joke is on the drivers. The only way is to have a strike, but some of the drivers are so weak they listen to people like Bernie. He's stringing everyone along, the constructors, everyone, but the drivers listen to him and drive. Well, that's their business. I've done my maximum.

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EVEN THOUGH IT'S A RATHER POLITICAL BATTLE, DO YOU INTEND TO CONTINUE YOUR FIGHT WITH FISA AND FOCA ?

Well, something has to be done between FISA and FOCA. Some governing body has to be set up otherwise this is the beginning of the end for motor racing. My personal view is that you can't have a sport that is so important, so important to people's lives, run by such unprofessional people. Unless they pull themselves together, they're going to find that there is no motor racing for them to organise.

WERE YOU PLEASED WITH THE DECISIONS TAKEN RECENTLY IN RIO ?

Yes, I'm very pleased with what was decided in Rio. But FOCA have already said that they're not going to abide by those decisions. So I don't know what's going on. But otherwise, I thought the decisions good.

WHO IS THE STRONGEST AT THE MOMENT, ECCLESTONE OR BALESTRE ?

I don't think it's a matter of being strong. I just don't think they can continue working the way they are now, they must work together more. Balestre can be as strong as he likes but when the constructors say that the drivers mustn't go to the briefing as they did in Belgium, it makes a joke of the whole thing. You can't run a sport like that. Discipline is needed, and at the moment there is none.

IS THERE NO DISCIPLINE WITHIN THE DRIVERS ?

The drivers are the weakest body, no question, because we are working for the constructors and that puts us in a weak position immediately.

SOME PEOPLE SAY THAT YOU HAVE BEEN TOO AGRESSIVE WITH FISA WHICH HAS HINDERED YOUR CAUSE RATHER THAN HELPED IT.

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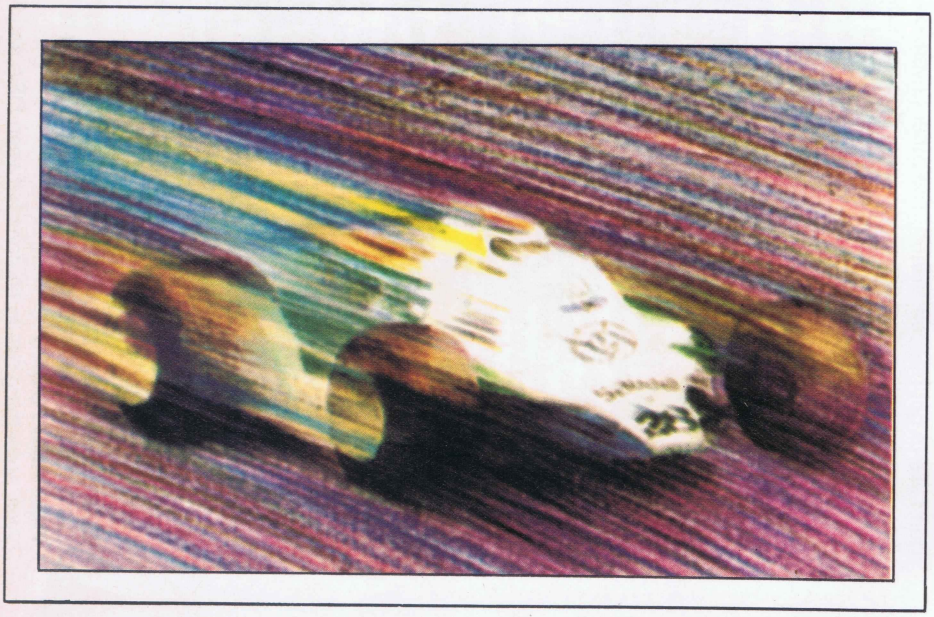
THE MAN WHO RACES WITH HIS HEAD

The fellow's interesting because he's crammed with contradictions. One senses that Reutemann is very strong, yet he's vulnerable. He appears to keep himself to himself, yet on occasions he's very forthcoming. He seems to be very calm, but inside he's effervescent. He races every Grand Prix twice : once in his head, the second time on the track.



The look of a Roman Emperor, a puzzling personality. And a very good driver.

BEFORE taking the chequered flag at the end the Monaco Grand Prix, Carlos Reutemann already won one less glorious and less exciting prize. The International Racing Press Association (IRPA) had awarded Carlos the Prix Citron which goes to the driver that they consider to be the least co-operative. Carlos perhaps took umbrage and didn't collect his prize. *« I try to do my best with journalists »,* he said in his defence, *« but I can't do more. I admire drivers who go into long explanations after one tiny question. I'm just not capable of doing so, it's simply a question of what you're used to ».* He felt the journalists' judgement somewhat unfair and severe as he considered that he was blameless.

However, the Argentine revealed another side of his character the evening before the prize giving when attending a dinner for journalists to meet the Williams team. When the conversation turned to Carlos's Prix Citron, the latter put a napkin on his head in order to hide his embarassment in an amusing way, and then looked at Frank Williams and teased him with : *« and what about the Prix Citron for the constructors ».* Frank, to whom this prize had already been promised, raised his fist in defiant salute and burst out laughing.

Obviously, the two men get on very well together, and the English constructor said of his new recruit : *« he's really very charming. »*

Carlos was really on form that evening. Normally he seems very distant, uncomunicative. He's a man apart, and talks little. Or least, rarely. That's what makes his character hard to weigh up. One day he may hold a conversation with you for three quarters of an hour, apparently relaxed and smiling, revealing a multitude of details. But the following day, he might walk straight past you without acknowledging your presence. If, despite this, you insist on talking to him, you'll find it an effort to get him to talk. He might throw back one or two mono-syllables, but he'll be very distant and alone. Sometimes, he talks very little, and then when it suits him, and he's happy, he'll talk a lot, something that is more usual this year.

HIS vocabulary reveals that he economises on words, because he gesticulates a lot. His face has the air of a proud Roman Emperor, but sometimes it can be as cold as ice, another time as warm and smiling as you could wish. But at the same time, it can also mimic the feelings of the man himself. When talking to Carlos, you can find yourself speaking alone. But there's still dialogue because « Lole » replies by rubbing fingers together, raising his eyebrows, scratching his cheeks, or turning his nose up and making a face. The extraordinary thing is that each expression has a certain meaning. Carlos is an excellent mime.

However, his replies — or lack of them — can sometimes be puzzling and disconcerting. Pierre Blanchet, the Michelin technician, knew Carlos well from the time he was with Ferrari, and almost speaks Carlos's native tongue perfectly. Hear what he has to say about Carlos. ***« Of all the drivers who have used our tyres since we started in Formula One, Carlos Reutemann is the only person who sometimes had nothing to say, had no view whatsoever. He didn't think he had to make any particularly comment at all. The others felt that they had to say something useful each time as is expected of competent people. Carlos is the only one who could say « no, there's no difference ».***

« It wasn't simply because he couldn't decide but because he was being honest. It was an important point that helped us ».

rated designer Mauro Forghieri when Carlos was driving for Ferrari in 1977 and 1978. Forghieri is a scientific man and didn't like receiving looks as answers. The exuberant Mauro would press Carlos for further information, for a designer never knows enough. It was a task that Carlos disliked for he appreciated and sought to work in a calm atmosphere. It's a paradox of his personality that he choses such a violent and noisy sport in which to express himself.

All the same, Carlos speaks of Ferrari with regret, almost nostalgia. In spite of appearances, which might lead one to believe he's more Germanic which after all he should be for his grand father was Swiss-German, Carlos has a certain Latin feeling about him and he enjoyed being with the Scuderia, apart from his relationship with Forghieri. ***« You look as though you're happy with Williams »,*** someone recently said to him. His reply was perhaps puzzling. ***« Yes, but Scheckter was World Champion with Ferrari ».*** In other words, that should Carlos now be feeling relaxed with the Williams team, he's conscious of the fact that he might have won the World Championship with Ferrari. He's naturally reserved, and perhaps his ice cold look hides many things. It could be called a type of fortress or barrier erected for him to hide his own weaknesses. For he's shy, worried and perhaps lacks self-confidence.

One comes across his shyness again in the way in which lives. His first reaction is

distrust. Carlos appreciates solitude as though fearing the outside world. It allows him to concentrate on his problems.

One of his characteristic traits is self analysis. Carlos thinks a lot, working out what he's done and what he will do, frightened of whether it was done well or badly. Races and practice are given an action replay in his head, after the race, as they are worked out beforehand in the same way. He tries to anticipate and works out what the effect will be. His sensitivity makes him ask himself questions in order to convince himself that he's right.

This lack of self-confidence also manifests itself on the circuits where his morale quickly takes a tumble if things start to go slightly wrong. ***« Carlos races with his head »,*** says Pierre Blanchet. ***« If by chance two or three cars overtake him, he gets depressed, he's finished. On the other hand his experience allows him to get the best of conditions depending on how things develop. He's a professional, really one of the most hardened men. As a man, he makes me think of a mountain climber. No one really knows him well ».***

CARLOS REUTEMANN lives at St-Jean Cap Ferrat in the South of Franch where lives quietly and peacefully with his wife Mimicha and two daughters. Because of his enthusiasm, he organises his life around racing, not simply in terms of time but also in terms of other enjoyments. One of his hobbies is to keep himself in peak condition both physically and psychologically during the quieter periods. In his spare time, he lives the life of a quiet father. He enjoys mending and making things around the house. He surprised us in Long Beach last year, for when asked him what he was going to do during the days before the Grand Prix, he answered ***« I'm going to buy some tools ».*** And he wasn't joking. Otherwise Carlos is an avid newspaper reader, and not simply the motoring columns. He's interested in a number of different subjects, particularly the World money markets.

Carlos's life is intense, at least within his own thoughts. And it's hard to follow. After the Monaco win, we asked if he felt that his victory had had the taste of revenge after a rather lean period. « Yes », he answered, ***« but perhaps it's slightly too late ».*** A secret in itself, he left us to work out our own interpretation off his comments. □

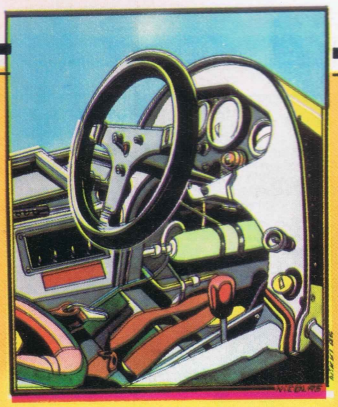
E.B.

HIS FORMULA ONE WINS

1974 : South Africa, Austria, USA (Brabham).
1975: Germany (Brabham).
1977: Brazil (Ferrari).
1978: Brazil, Long Beach, British, Watkins Glenn (Ferrari).
1980: Monaco (Williams).

Reutemann has driven in 121 Grands Prix. His first Formula One race was the Argentine Grand Prix in 1972 (pôle-position!). He's 38 years old.

Cockpits



SAUDIA WILLIAMS

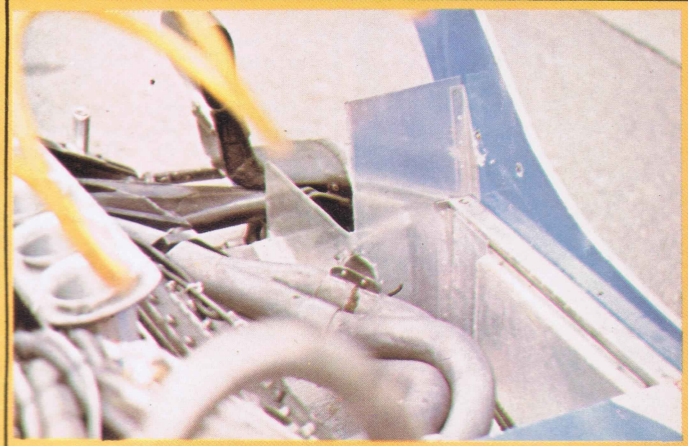
Williams-Ford FW 07/07 :
Alan Jones (AUS)
Williams-Ford FW 07/05 :
Carlos Reutemann (RA)
Williams-Ford FW 07/06 :
Spare.

Monaco was the scene of Williams's second win of the season. The modifications that appeared in Belgium had been sufficiently well received by the drivers for the cars to arrive in Monaco in virtually the same configuration. Understeer troubled the cars in slow corners on the first day of practice. Reutemann also had a problem with the skirts. Frank Williams told us that Friday would be devoted to setting the cars up differently and it proved to be a good move for Saturday, at least for Reutemann although Jones still suffered understeer. That evening, it was discovered that a faulty spring was the cause. The Williams were thoroughly competitive during the race. Jones was let down by his differential. Reutemann was right behind Pironi and took over the lead when the Frenchman retired.

PARMALAT BRABHAM

Brabham-Ford BT 49/5 :
Nelson Piquet (BR)
Brabham-Ford BT 49/2 :
Ricardo Zunino (RA)
Brabham-Ford BT 49/7 :
Spare.

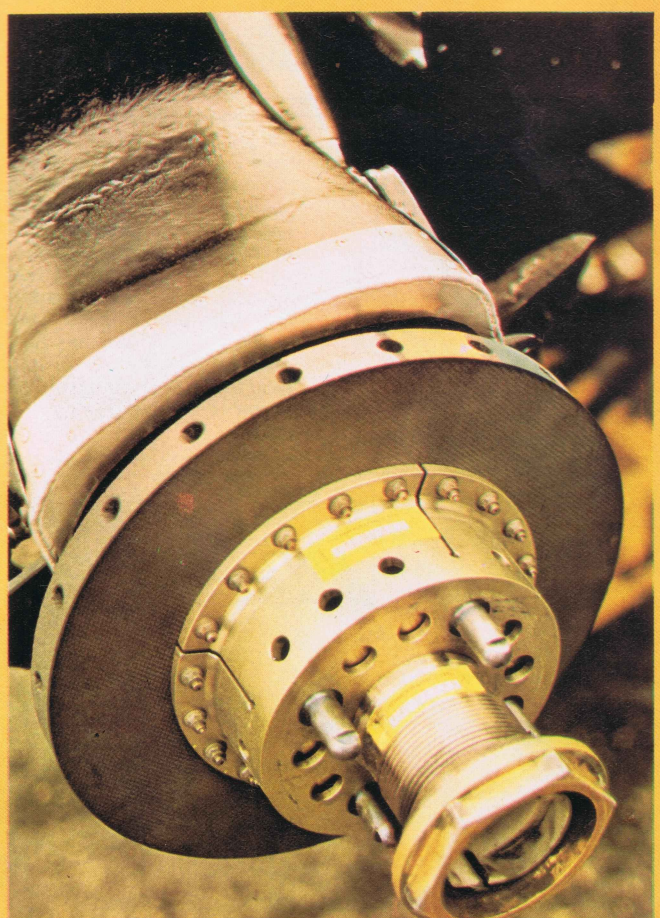
The only noticeable modification to the Brabhams was a new and bigger rear wing, almost the same size as those used on the Brabham-Alfa Romeo BT 456.
The Brabham team had to work like madmen during their stay in Monaco because both drivers crashed during the first qualifying session and both monocoques were damaged. Two new monocoques were sent from England. One was the car normally used for development, and the other was a basic tub without any suspension, etc.
Piquet consequently had to use the spare while the development chassis 03 was entrusted to Zunino. Number 06 was kept in case of further bad luck. Zunino had the misfortunate not to qualify. Piquet was very good during the second session but had problems with understeer and then oversteer during the race, although he still finished third.
Note that the Weismann gearbox has been temporarily shelved, although it might well be seen again at the French Grand Prix.
Also note that Piquet angered the organisers by driving the wrong way down the pitlane. Will Bernie Ecclestone pay his fine ?



LIGIER GITANES

Ligier-Ford JS 11/15-03 :
Jacques Laffite (F)
Ligier-Ford JS 11/15-04 :
Didier Pironi (F)
Ligier-Ford JS 11/15-01 :
Spare.

There were quite a few aerodynamic changes on the Ligiers at Monaco. The JS 11/15s were fitted with new extractors which were joined to the side pods in a différent profile which was designed to give more downforce. There was also a new wing. Mechanically, carbon discs were tried briefly on Laffite's car but they were quickly abandoned. Pironi set the quickest time during the first session in spite of a car that reacted badly to the bumps. Two days later he went out and set the fastest time and got pole position for Monaco. Laffite was held up on the first day with a problem of setting up the aerodynamics properly, but that was sorted out by the Saturday.
Pironi led for a long time before retiring. Laffite managed to hang on to his second place in spite of brake trouble.



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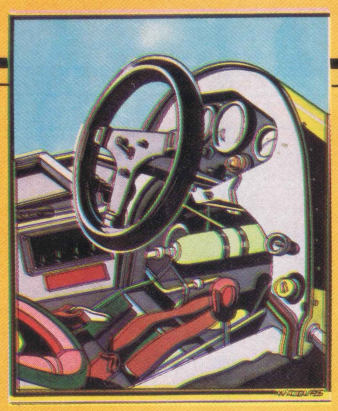


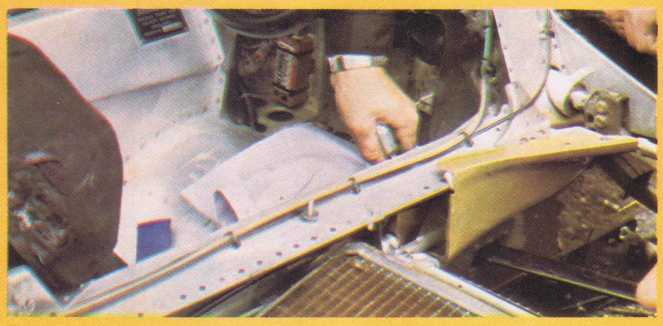
WARSTEINER ARROWS

Arrows-Ford A3/05 :
Riccardo Patrese (I)
Arrows-Ford A3/03 :
Jochen Mass (D)
Arrows-Ford A3/01 :
Spare.

Riccardo Patrese had a new car to replace that which was damaged in Belgium. None of the cars sported any major modifications, although the extinguisher that was formerly mounted at the front outside the monocoque had been mounted in the right side pod. This was part of a programme to redistribute weight. Tony Southgate decided to run the cars with the lengthened side pods as seen in Zolder. On the other hand, there was no sign of the new front suspension which altered the wheelbase.

The cars had been taken to Nogaro for shakedown tests which revealed considerable understeer in slow corners. This persisted at Monaco during the first sessions, although to a lesser extent. Patrese was a provisional non-qualifier after the first qualifying session. His team had hoped that the track would dry and reckoned that it was useless to take risks in bad conditions.

The A3s were much altered for the Saturday sessions with more downforce and different springs. Even so, neither car looked particulary good, either on Saturday afternoon or during the race ; perhaps the track didn't suit them.



SKOL FITTIPALDI

Fittipaldi-Ford F7/01 :
Emerson Fittipaldi (BR)
Fittipaldi-Ford F7/02 :
Keke Rosberg (SF)
Fittipaldi-Ford F7/03 :
Spare.

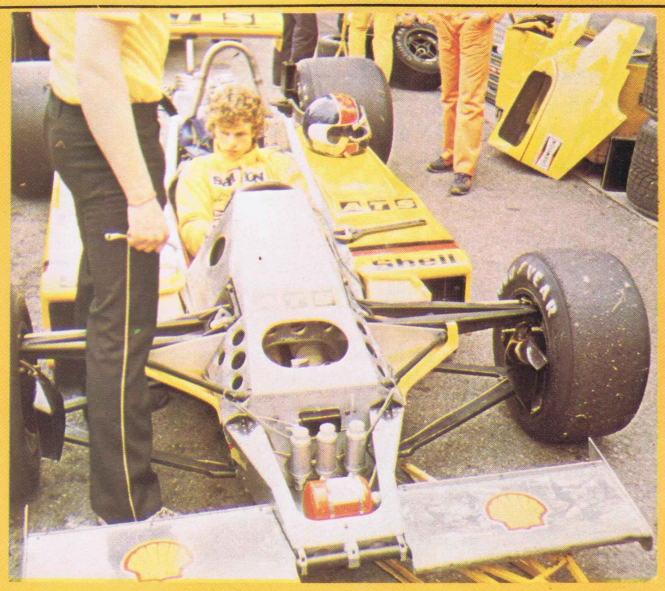
The Fittipaldi team are still working on their new car, so all they could do was slightly revise the current cars for Monaco. Rosberg had the bad luck to break two driveshafts, one of which, on Saturday afternoon, occured right in front of his own pit. He parked his car by the barrier, and immediately jumped into the spare but couldn't qualify it. Emerson Fittipaldi, on the other hand, was happy during practice. « ***I've never driven like that before,*** » he told us, « ***even when I was in Formula Two. I was on the limit all the time.*** » He drove steadily during the race, despite a car that was obviously hard to drive, and picked up a single point in the World Championship for sixth place.

FERRARI SPA

Ferrari 312 T5/046 :
Jody Scheckter (ZA)
Ferrari 312 T5/045 :
Gilles Villeneuve (CDN)
Ferrari 312 T5/043 :
Spare.

The two race cars arrived in Monaco considerably modified while the spare car was in normal configuration. The two cars were modified in that they had shorter wheelbase thanks to new front suspension, and they were also fitted with new front and rear wings. Villeneuve spent most of the time swopping from spare to race car without really coming to any conclusion. « ***Let's say that I'm confused. I don't know which is the better of the two. With the longer wheelbase car, there seems to be more stability. But the shorter car is more precise.*** » He qualified in his race car and decided to use it for the Grand Prix.

Scheckter had a lot of trouble with brakes and even more so with tyres. In spite of trying really hard, he could do no better than 17th during practice. As expected, his tyres, which were different to Villeneuve's, went off very quickly. He'd made a bad choice, one which was irreversible because of the rules. Gilles was also forced to change tyres, but then he drove hard to a richly deserved fifth place.



ATS WHEELS

ATS-Ford D4/05 :
Jan Lammers (NL)
ATS-Ford D4/04 :
Spare.

Jan Lammers finally had two new cars at his disposal. The lighter 05 was at Zolder but hadn't been completely finished at that time and was only present in case of accident. The skirts had been modified, so too had the body mounting, and there was a new rear wing support. Lammers used the new car on Thursday morning, but spent most of his time in the older version in which he started. He was involved in the first corner accident because Patrese damaged both his front and rear suspension when he reversed into him. However, Jan drove a good race after it was repaired.

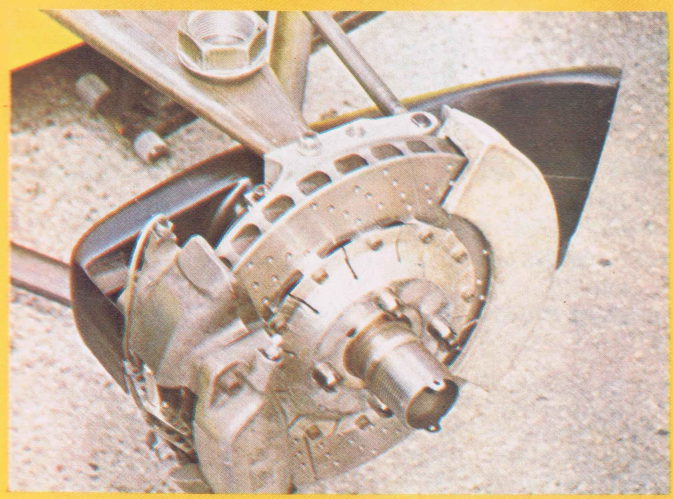
ESSEX LOTUS

Lotus-Ford 81/4 :
Mario Andretti (USA)
Lotus-Ford 81/3 :
Elio De Angelis (I)
Lotus-Ford 81/2 :
Andretti's Spare
Lotus-Ford 81/1 :
De Angelis's Spare.

Three of Chapman's cars appeared with the long wheelbase which seemed promising in Belgium. De Angelis's spare was still fitted with bigger the gearbox with the springs mounted alongside.
It was a difficult weekend for the English team, especially for De Angelis. On Thursday morning, he broke the engine after three laps. He jumped into the spare car but an upper suspension mounting broke. In the afternoon, the same thing happened on his race car. The spare's suspension was dismantled to allow Elio to continue practice, and the Roman driver was able to do a few laps just before the end of the session. Elio's bad luck continued on Saturday afternoon. He had the injection pump break almost immediately and had to continue practice in the spare.
Andretti was very unhappy with his car on Thursday afternoon and the mechanics worked all day Friday until nightfall to set it up, not only aerodynamically but also mechanically, including different side pods. But Mario was unable to ascertain much improvement. The Lotus oversteered considerably out of slow corners with too much frontal grip. That's why both drivers tried their cars with considerably inclined rear wings and harder front springs. It was in vain. Elio thought that perhaps the problem originated from the rigidity of the monocoque.
Mario crashed his car on the Saturday which forced him to race the spare car. He was lucky to find himself in fifth place, but the gear linkage broke. Elio drove a more inspired race, although it wasn't without incident, for he spun twice and hit the barrier on the second occasion and had to retire.
Nigel Stroud, formerly with Hesketh, had joined Lotus whereas Malcolm Jones had decided against it.

RENAULT ELF

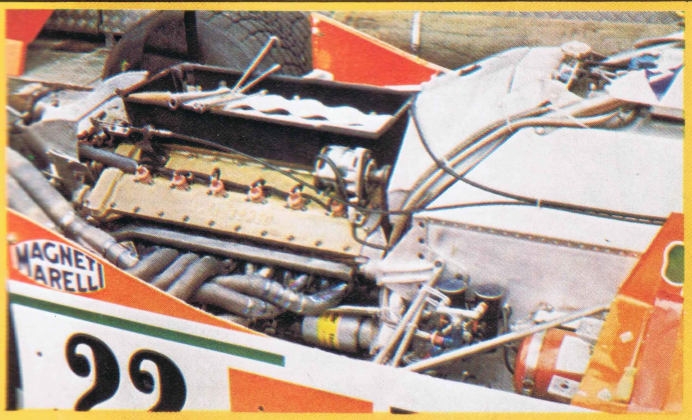
Renault RE 23 :
Jean-Pierre Jabouille (F)
Renault RE 24 :
René Arnoux (F)
Renault RE 22 :
Spare.



It was a fruitless weekend for the Renault team, for both cars retired during the race. « *I didn't think that it would be quite so hard for us* », said Gerard Larrousse after practice had finished. Jean-Pierre Jabouille was a non-qualifier provisionally on Thursday because his second gear was too long. He took considerable risks on Saturday to qualify 15th fastest while Arnoux just scraped in on the back of the grid at Watson's expense.
Jabouille knew that he wouldn't get very far because of his tyres, and his excellent start to the race was but a flash in the pan. Arnoux didn't get much further after tangling with Patrese.
Apart from the obvious disadvantage of the turbo engine in the narrow streets of Monaco, Renault blamed Michelin who are currently losing out in comparison to Goodyear. The team tried a new servo assisted brake system during practice, but it was discarded for the race because of the extra weight involved : 9 kilos. Besides, the braking of the race cars became much more flexible thanks to better balanced discs and a longer brake pedal travel.

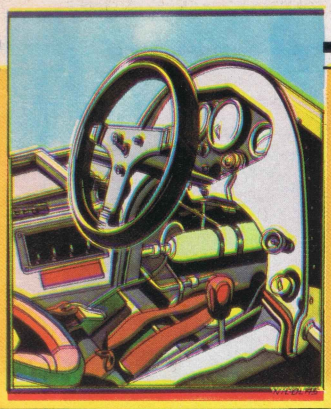
ALFA ROMEO AUTODELTA

Alfa Romeo 179/3 :
Patrick Depailler (F)
Alfa Romeo 179/4 :
Bruno Giacomelli (I)
Alfa Romeo 179/5 :
Spare.



Once again, the spare car was the new one with the new engine. This car appeared to be better because it is 10 kilos lighter. Depailler hoped to qualify in the car but the engine broke on Saturday morning and Patrick had to use his race car. He hit the chicane with the latter and that upset the car's balance, so Patrick had to try really hard to get onto the third row of the grid. Giacomelli was only just slower and he did well too because he set his time in eight laps before his engine broke. So both Alfas were on the third row of the grid which was indeed confirmation of their Long Beach form. The cars hadn't been modified that much but they had been set up at Nogaro.
Giacomelli was involved in the first lap accident while Depailler drove excellently before his engine tightened up. The Alfas are obviously competitive, and all they have to do now is find reliability.

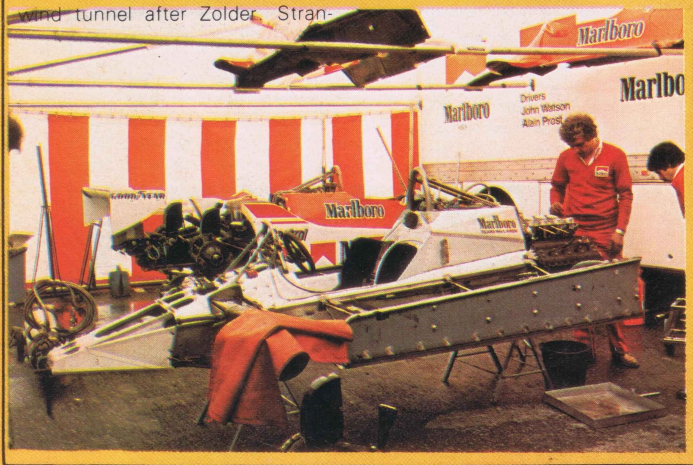
Cockpits



MARLBORO MCLAREN

McLaren-Ford M29/2 :
John Watson (GB)
McLaren-Ford M 29/4 :
Alain Prost (F)
McLaren-Ford M 29/1 :
Spare.

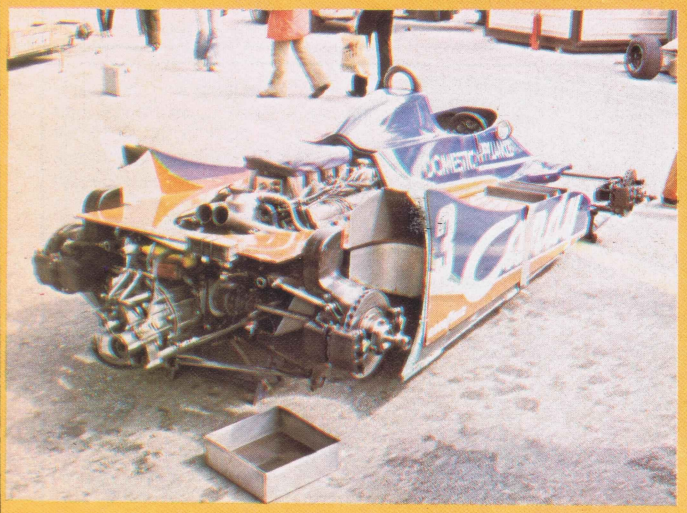
The McLaren team worked in the wind tunnel after Zolder. Strangely enough, they went to try out their findings at Silverstone, scarcely similar to the tight Monaco circuit. Watson was confident after the test session. The chassis had been stiffened to the height of the fuel tank and along the side pods. However, Watson's hopes evaporated on Saturday when he drove the car for the first time in the dry at Monaco. It understeered badly and suffered bad vibrations. Watson didn't qualify. Prost, on the other hand, once again did well and was tenth on the grid. His Thursday session had been useless as he had two second gears fitted in the box. He tried to make his car easier to drive on the Saturday and again on Sunday on full tanks. To a certain extent, he succeded. But sadly it came to nought and he never got further than Ste Devote.



CANDY TYRRELL

Tyrrell-Ford 010/1 :
Jean-Pierre Jarier (F)
Tyrrell-Ford 010/2 :
Derek Daly (IRL)
Tyrrell-Ford 010/3 :
Spare.

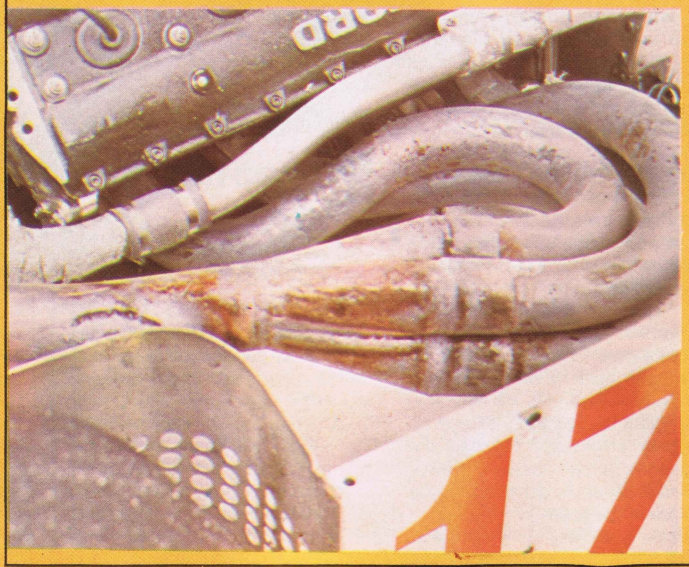
The first lap accident may have been superb advertising for Candy but it was pretty bad for Tyrrell. Daly started the accident but as well as causing his own retirement, ironically he caused Jean-Pierre Jarier's as well. The Frenchman had done well in practice, driving excellently during the deciding qualifying session and got into the top ten on the grid. Daly qualified well too in the spare which he'd taken over in preference to his own car. But the Tyrrells still lack downforce, and advancing the rear wing doesn't seem enough to improve Daly's and Jarier's chances.



THEODORE RACING

Theodore-Ford DN 12/01 :
Geoff Lees (GB)
Theodore-Ford DN 11/2 :
David Kennedy (GB)

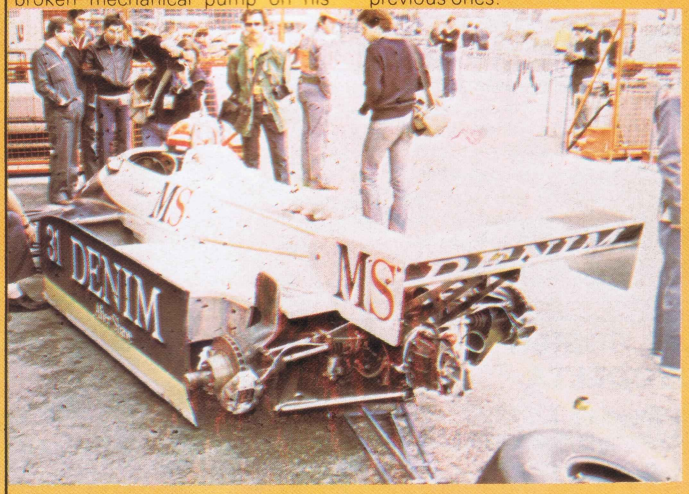
The new DN 12 was fitted with new skirts in carbon fibre and had been tested at Outon Park. There were various other smaller details that had been changed, but it was only scratching the surface in terms of development. Kennedy's rear suspension broke again having covered only two laps of the important qualifying session. Lees's engine broke in the tunnel and his abandoned car was blamed for causing the Villeneuve-Pironi accident. The team were expected to bring their new car to Monaco, but it won't be seen until the Spanish Grand Prix. It will be a much modified DN 12.



DENIM OSELLA

Osella-Ford A1 :
Eddie Cheever (USA)
Osella-Ford A2 :
Spare.

There were finally two cars for Eddie to chose from. The first day's sessions were upset by a broken mechanical pump on his race car while the spare wasn't yet ready. On Saturday afternoon, Eddie damaged his side pods when he hit the barrier, and the engine was also losing power. He climbed into the spare car, but didn't qualify. The Osella team immediately set off for Madrid in order to do lots of testing. The Monaco side pods, incidently, were slightly lower than the previous ones.



UNIPART ENSIGN

Ensign-Ford MN 180/12 :
Tiff Needell (GB)
Ensign-Ford MN 180/14 :
Spare.

Needell spent most of practice with the 180/12 which has the longer wheelbase and modified bodywork in front of the rear wheels. The front left suspension came away from the monocoque during the penultimate practice session, and Needell had to take over the spare at the last minute, and it simply wasn't set up for an hour long qualifying session. He didn't qualify.